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Taking It Easy

Fresh from our "Stranger Than Real" File: A man went to a clinic in Rio de Janeiro with an earache. But he answered **the wrong doctor's call** and went through a vasectomy (he said he thought the earache had deep roots). Oops!

An anger-management candidate? Enraged at a rush-hour accident that blocked traffic in a Boston suburb, a woman motorist went ballistic at a police officer. She bumped him with her car and screamed, "I don't care who the fuck died. **I'm more important.**" (I think I was married to her.)

Now here's some real convoluted thinking. He had been planning a nonfatal jump from a car for some time because he wanted to endure some trauma in order to muster the **courage to get a tattoo.** But he mistakenly killed himself—so now he doesn't have to worry about mustering up any courage.

Here's our "Dumb Bubba of the Month Award": A man was arrested for assault just after watching Alabama's football loss to Arkansas on TV, which he apparently took pretty badly. He started ranting, slamming doors and throwing dishes into the sink. Then his son asked him innocently if he would help him buy a car at which point **Dad grabbed a gun,** put his son in a headlock, and fired a bullet near his ear. A sheriff's deputy said, "I know we take football seriously in the South, but that's crossing the line." (No shit!)

A deep-sea research voyage jointly run by Australia and New Zealand scientists discovered, what a newspaper called, a 1,800-species "freak show" of bizarre creatures (their condition caused in part by the extreme water pressure, which may be hundreds of times greater than at the surface). Examples include: **the fangtooth** (teeth, longer than its head, would puncture its brain if not for special tooth sockets); the viperfish (whose head is on a hinge); the coffinfish (with a glowing "sign" on its head to attract prey and the ability to swallow large quantities of water to avoid predators); a squid with one big eye (for offense) and one small one (for defense); and the snotthead which was not described.

I guess you've all heard that the female black widow spider does her mate in after a sex session. Well, here's how it works. The first job facing a horny male black widow is how to get close to his beloved, as a female of the species is 100 times his weight. So, he **gently plucks** at the female's web; then, nursing a diamond-cutter, sneaks up to his giant missus, binds her legs with silk and mounts her. Seconds later the job is done, whereupon the female casually frees herself and bites off the head of her now-spent lover. (Hmm. I think I was married to her once too.)

An inmate got permission to delay his scheduled parole by one day so he could attend a prison meeting of the religious/personal-responsibility organization Promise Keepers. **His inspirational decision** made the newspapers, inadvertently alerting his manslaughter victim's family who complained to the parole board that he shouldn't be free at all. So they reconsidered the parole and delayed it 991 days. (So much for being Mr. Good Guy.)

Our law enforcement officers hard at work: A man who was set on committing suicide left a note and painted a bull's-eye on his body before arranging a standoff where he pointed a gun at police officers so they would kill him in self-defense. But **his plan failed** because the deputies, who fired 28 shots at him, missed with 27 and only grazed his shoulder with the other. (Back to the drawing board if you'll pardon the pun.)

A DUI arrest was made when the police spotted him at a gas station **trying to add air** to his vehicle's tires by using a vacuum cleaner hose. (His blood alcohol level must have been way up there.)

And yet another unfortunate male. The male blanket octopus is just 1% the size and an amazing 1/40,000th of the weight of the 2-meter-long female. The female doesn't even notice **her tiny suitor** who attaches himself to the arm of his ol' lady and injects her with his sperm-producing arm. The arm then detaches, pumping its seed into the female for weeks to come, while the now dickless male drifts away to die. (And you thought you have it bad.)

A guy was scheduled to be a contestant on the *Canadian Idol* TV show. But he was arrested after an alleged public-masturbation spree. At least once he followed a woman and begged her to **"Look at me.** Please look at me." (If he'd made it to the TV show, he'd have lots of people looking at him.)

And we leave you with a few tidbits from our "Weird Fact" Department: Did you know that at any time, 0.7% of the world's population is drunk? (Well, now you do.) And did you know that there are more than 3,000,000 parts in the huge Boeing 777? And last, but not least, to become immune to scorpion venom, rub mashed centipede juice into a scratch (the trick is to fine a centipede to mash).

Here's another law enforcement tidbit: Two New York officers were briefly **suspended without pay** when they got into a fistfight over which one would get to be the driver of their patrol car.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 369 • MARCH 2004

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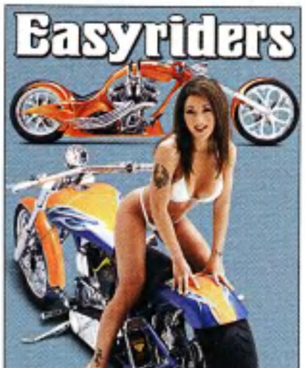
PLUS: 32 pages of the New Model Guide for 2004!



Todd Kirkland's Grandeur custom and Tina Renee by Aaron Stevenson. Martin Bros. Spec. Const. by Michael Lichter. Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale March 02, 2004. **Printed in the USA.**

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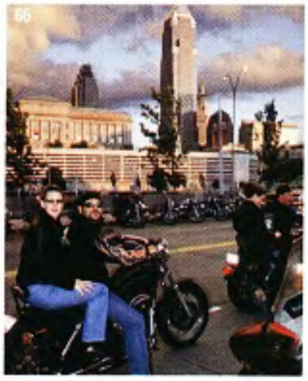

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WordMonger

An Unhappy Customer

The December cover sucks. My friends said your magazine was too lame to get a response from. I guess they were right. I'll be bad-mouthing *Easyriders* all day—it's the least I can do. I'll see at least 100 people today—maybe they'll tell 100 people.

Tell your Photoshop geek to get a real job! I wonder how much time he wasted on his "Masterpiece."

Covers are supposed to be appealing, not bothersome. It really sucks to have to tear the cover off a $8.99 magazine, but it improved it 100%.

An Unhappy Customer
Atlanta

Hairy Ass

What's that on the cover? Your taste is terrible. It's not funny—who is the idiot who thought it would be. I ripped off the cover just to salvage what has become a mediocre magazine. *The Horse* is a much better mag these days. I've been faithful to *Easyriders* for 20 years but will never waste another penny on it. You just lost a customer. Why don't you just spread your legs and take a picture of your hairy ass.

C.W. Barnett
Somewhere in Cyberspace.

Hey, you guys stop making fun of the picture of my mom! Seriously, my hairy ass will be on the cover of the April issue for you all to enjoy. In the meantime, get a sense of humor.

Some Advice

Easyriders needs a bit of variety. The features in the mag are getting rather monotonous. Every bike in your mag is stretched 6 up and 6 out. Simply put, they all look the same and are a bit overdone.

You should try out an old theory that has served the hot rod community well: the K.I.S.S. theory—Keep It Simple, Stupid. You need to try showing bikes that are clean, simple and not so radical. For example, look at this month's issue in the "In The Wind" section (Dec. issue)—check out the green metallic bike. It's clean, simple and not so radical but still very cool.

Jake
North Dakota

We'll get right on it. By the way, my hairy ass is clean, simple and not so radical. Watch for it on the cover of the April issue.

Thanks

I am a U.S. Army Apache Longbow helicopter pilot. Our company of pilots is here in Tikrit, Iraq, taking care of business. We do a lot of overwatch flights supporting our ground guys in time of need.

I just wanted to let you know that I've been one of your longtime magazine enthusiasts. The guys and I look forward to receiving my subscription issue once a month. We enjoy the articles and the photos of the beautiful women. Thanks for being the best biker magazine.

CWO 2 (CS2) Larry Shane
"Joker" Paul
Tikrit, Iraq

Just come home safe, Joker.

Kenny Reynold's Bike

I've been reading your magazine since the second issue. Attached is Kenny Reynold's latest bike. Kenny is a painting/fabrication master. He and I agree that this bike is *Easyriders* worthy.

Sam Couillard
Out There Somewhere

Needs Help

I'm just getting into bikes, as a friend turned me onto choppers and the biker lifestyle.

I have a disorder that effects the range of motion in my ankles which, in turn, makes it hard to shift with my feet. Here's the question. Is there any way to move the clutch to the bars or to shift with my thumb or is the jockey shift the only other option for shifting?

I'm trying to figure this out so that I can start to find a way to build my own bike on a budget. Going back to school so money will be tight.

Rob Barker
On the Internet

How about shifting by pushing a button with your thumb? It's called a Power Shift System and will be coming out next year. Give the tech department at Baker Drivetrain a call at 877-640-2004.

Shipping Bikes to Australia

I just got the November *Easyriders* and read the letter about wanting to ship your bikes to Australia. I'm a fellow American biker living in Australia for the past 13 years and am aware of some other issues for you to consider before making a final decision. You will have a few local bureaucrats to deal with: namely, the Australia Customs Service (ACS), Australian Taxation Office (ATO) and Roads ad Traffic authority (RTA).

If you just ship the bikes to Australia without any special provisions, the ATO will charge you a Goods and Service Tax (GTT) of 10% on the value of your bikes when they go through customs at time of import. What this means, for instance, is, if your bikes are worth $15,000 each, you will have to fork out $3,000 before Customs will clear your shipment. Fortunately, there is a way around this. There is documentation (called a "Carnet") you can prepare that will exempt you from having to pay tax, if the bikes are kept in the country for 12 months or less. You may also have to put a bond on the vehicle. Check with the U.S. Customs Service or your local Chamber of Commerce, as this is well known in the customs clearance industry and should cost only a couple of hundred dollars.

Now, having gone through all this to get your bikes into the Land Downunder, that does not mean you can actually ride them here. This is where the RTA comes in. If you import the bikes on the Carnet documentation, the RTA can issue you a 12-month temporary registration, but you will first have to obtain local compulsory third-party personal injury insurance (about $400). You will be required to carry the Carnet and temporary registration documents with you at all times.

Steve Tobler
Sydney, Australia
(Toblermon@aol.com)

A Correction

My letter to "Wordmonger" in the November issue had an incorrect e-mail address. The correct address is COWILDCAT@aol.com.

Mike Gary
Out There

Our mistake for which we apologize.

Some Good Words

Having just returned from Iraq with the rest of the 3rd Infantry Division a few short weeks ago, I have to thank all of you at *Easyriders* for always supporting the troops and for always providing a quality magazine that acts as a reminder to all the soldiers still deployed of what this great country has waiting for them upon their return.

With that said, I must comment on Alyssa, your June Fox Hunt winner and the November 2003 cover girl. She is by far the sexiest and most attractive cover girl/Fox Hunt winner I have ever had the privilege and honor of seeing within the pages of your magazine.

God bless America and God bless Alyssa for keeping this soldier's morale way up.

Max
Fort Stewart, Georgia

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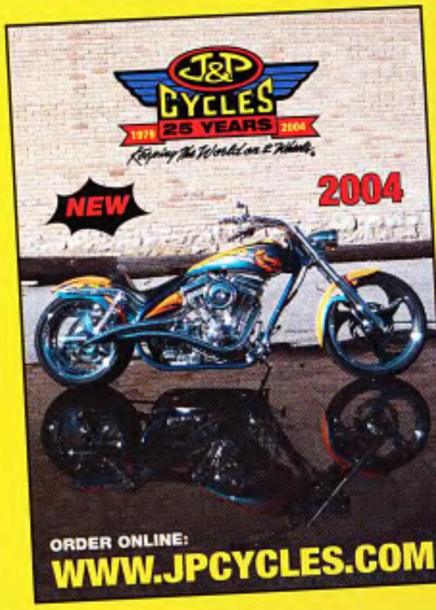

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Lately, Joe Martin only gets to do something like this a few times a year—if that. Joe Martin, see, is one of the "Martin Bros." out of Duncanville, Texas, and if you've been paying any attention at all to the custom-bike world and what makes it go 'round you've undoubtedly noticed all those slick/trick Martin Bros. parts, especially the exhausts, showing up everywhere. As a result of all that, and now having to go 24/7 to keep up with the orders piling in, what was once a bustling little bike-building shop has subtly shifted direction. Joe and his brother Jason have had to really scale back the customer builds. "We were finding that we no longer had the hours in a day, or days in a week, to pour our hearts into those bikes," Joe says. "You know, build them like they were our own personal rides."

Except when they are one of their own personal rides, like this one right here. While Joe put together this incredibly flowing yet still classically radical motorcycle primarily as a show-stopper to promote the ever-expanding Martin Bros. parts business, it's his, and it's real. And as over the top and exaggerated as it all seems, "Believe it or not," Joe says, "it's actually a pretty good riding bike. It goes down the road just fine."

Joe rides this Toxik bronze creation a

JOE MARTIN MAKES THE STRETCH, LITERALLY AND CREATIVELY

THE TREND KILLER

lot, too. He's even been caught out in the rain with it, which couldn't have been a whole lot of fun given the bike's heavily abbreviated and sculpted rear fender, which shows more of that big Avon that it covers. "But what the hell," he laughs, "it looks cool!"

Now, along with that "almost-not-there" rear fender, everything else metal that we're looking at was handcrafted by Joe. The frame (or most of it, since Joe started with a Diamond Chassis piece "bought for its numbers" and kept only that tag and the two lower rails), the handlebars, that beautifully flowing fuel tank that almost looks like it's part of the top tube, the side panels that tank blends right into, the shifter, the swingarm—you name it—it's all by Joe Martin. Impressed? You should be, but catch this. When he got done with all that hammering and shaping and welding Joe painted it all himself, too. The pipes, of course, along with some of his other metalcrafting, he had chrome plated.

Before any of that happened, though, Joe had sat down and drawn up all sorts of views of this motorcycle, carefully detailing what he hoped to accomplish. When he had a set of plans and ideas he was happy with he tacked them up onto the shop wall and set to turning that paper-and-pencil work into full-scale reality. "In a general way," he says, "I was

trying to mimic a drag bike look, sort of, but give it an old, wacky kind of distinctly American chopper look, too. Almost like something Herman Munster might ride. Kind of a 'Hot Wheels' meets the motorcycle world sort of thing." Now there's a man with a plan, and a sense of humor, and most definitely the talents to make it happen.

Completely self-taught, Joe started messing around with hot rods and motorcycles as a teenager, learning as he went. Beginning as a painter and pinstriper, he moved into airbrushing all those intricate murals and panels on lowriders, and then he shifted into the bending, shaping, and welding the metal. "Picking up a new technique every day, too," he says, "and messing a lot of stuff up, but learning from those mistakes, as well. Maybe learning more!"

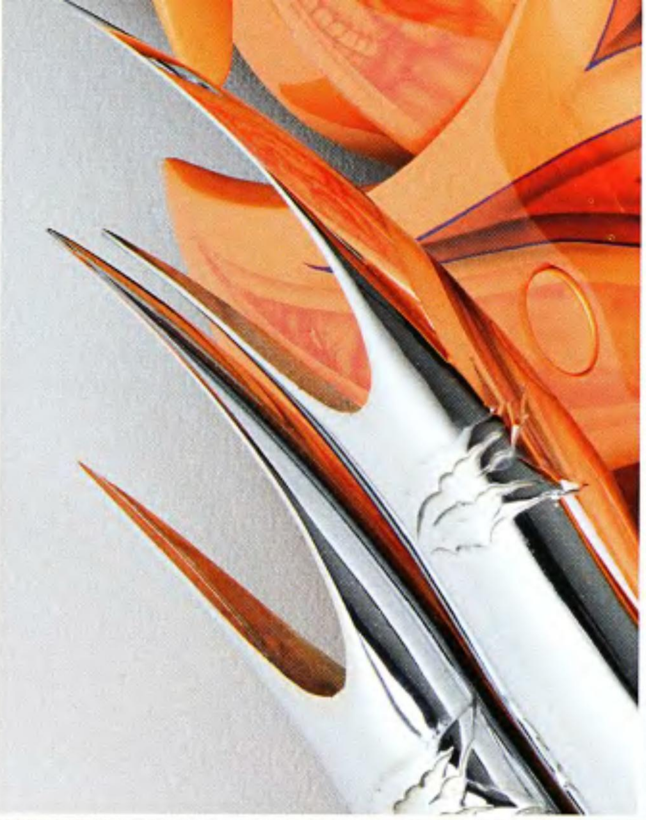
Martin Bros. actually started as a paint and metalworking shop. They did contract work for a lot of the builders around the Dallas area. Joe and Jason's abilities naturally attracted plenty of attention, and before long they were getting calls to do the whole job, build complete motorcycles. "It just took off from there," Joe says. "We moved into larger shops, hired employees, the works." And then came the parts, an ever-growing list that now includes some really trick exhausts, belt drive covers, jockey-shift kits, fenders—and who knows what's coming up next.

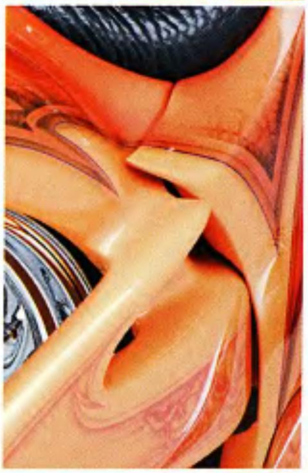
Even so, every year about a dozen or more complete bikes still roll through the Martin Bros. shop door. Now, a

good number of them are the personal rides of Joe, Jason, and their employees. "But we'll still do a handful of customer bikes," Joe says, following that statement with a caveat. "It has to be a project that really interests us," he says. "Something that'll stretch us creatively." It has to be, in other words, a project like this one.

If you'd like to help Joe stretch his creativity further, give the Martin Bros. a call at 972-709-2552.

—Joe Kress





Owner: ....Joe Martin
City: ....Duncanville, Texas

General

Designer:.........................Joe Martin
Fabrication:.....................Joe Martin
Year/make: ....2003 Martin Bros.
Model: ....Special Construction
Assembly: ......Joe Martin/Warhead
Time:...............................4 months
Chroming: ....Al's Plating

Engine

Year/model: ....2003/S&S
Rebuilder:................Robbie McKay
Displacement:......113 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Heads:......................................S&S
Cam: ....S&S
Carb: ......45mm dual-throat Weber
Air cleaner: ....Joe Martin
Pipes: ....Joe Martin

Transmission

Year/make: ....2003 RevTech
Shifting: ....handshift, Joe Martin

Painting

Molding: ....Joe Martin
Painter: ....Joe Martin
Color: ......Toxik bronze and orange
Type: ....PPG

Frame

Year/make: 2003 Diamond Chassis
Type: ....hidden-shock
Rake: ....61 degrees
Stretch: ....total of 8 inches
Shocks: ....Legend Air Ride
Other modifications: ......handmade swingarm

Accessories

Handlebar: ....Joe Martin
Handlebar controls:....Performance Machine
Fenders: ....Joe Martin
Headlight:......................Headwinds
Taillight:.........................Arlen Ness
Speedo: ....none
Pegs:.............................Joe Martin
Foot controls: ....Joe Martin
Electrics: ....Warhead
Gas tank: ....Joe Martin
Oil tank: ....Joe Martin
Seat: ....Joe Martin
Primary cover:..........................BDL
Grips: ....Joe Martin

Front end

Type: ....41mm Pro-One
Extension: ....8 over
Builder: ....Joe Martin

Wheels

Make:....................Xtreme Machine
Size: ....21 x 2.25 / 18 x 8.5
Tires: ....Avon
Brakes: ....Performance Machine
Photos: ....Michael Lichter

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Barnett's Scorpion Clutch System

Barnett says their new Scorpion billet clutch offers substantial benefits to performance and can increase your overall riding experience. Featuring over twice the stock friction surface and six heavy-duty coil springs replacing the diaphragm setup, the Scorpion clutch system is believed to provide a positive engagement and release while virtually eliminating the age-old problem of finding neutral. Each kit comes with two sets of springs that allow for three pressure plate settings and fine-tuning of the clutch for specific applications.

For complete details call 805-642-9435 or visit www.barnettclutches.com.

PYO's Chrome Billet Wheel

Paul Yaffe had to complete a radical show bike for the Discovery Channel's *Great Biker Build Off* television series. The bike had to be very original, using a large number of one-off components, and these are the wheels that Paul designed for it. Dubbed the "Notorious," this new wheel is available with matching pulley and rotors from PYO. Each wheel is machined from radial forgings and then chrome-plated. Notorious wheels are available with various offsets, in sizes suitable to fit tires up to 10.5 inches wide.

Call Paul Yaffe Originals at 602-840-4205 or go to the PYO Web site at www.paulyaffeoriginals.com.

The Pro-Series BoxBar Solution

Missing or poorly placed tie-down hooks in modern pickup truck beds make securing single and multiple motorcycles a chancy proposition at best. Cambridge Metal & Plastics' says they have a solution to this problem with their Pro-Series BoxBar. Manufactured in the USA from heavy-gauge steel and powdercoated gloss black, the Pro-Series BoxBar is easy to install and comes with mounting hardware and detailed instructions. The 58-inch-wide BoxBar is intended for full-sized pickups.

Retailing for $69.75, the Pro-Series BoxBar is available from Cambridge Metal & Plastics 763-689-4800 ext 276. You'll find them also on the Web at www.cambridgemetalsandplastics.com.

Kendon's Redesigned Trailers

The folks at Kendon recently added two new single- and dual-rail motorcycle/ATV "fold-up, stand-up" trailers to their product lineup. Featuring a new streamlined look, Kendon's all-new trailers are constructed by hand by California craftsmen using thick-wall round steel tubing, to make them lighter, yet stronger. The new trailers come with detachable guide rails (to leave a clean, flat surface) for utility use, integral wheel chocks (for secure transport, and ease of loading), and the capability to accommodate any size rear motorcycle tire.

Contact Kendon at 714-630-7144 or go to www.kendontrailers.com.

Progressive Suspension's 440 Shock Absorbers

Progressive Suspension recommends replacing the stock air shocks on all 1980 through 2003 Harley FLH motorcycles. Progressive believes that their top-of-the-line 440-Series steel-spring shocks work much better than the factory air shocks under all riding conditions, and Progressive 440 Series shocks come equipped with a high-tech "inertia" valve. The inertia valve works by providing "firm damping" under normal conditions, which lets the suspension work like it's "riding on rails." But when the rear wheel travels over a bump such as expansion joints, railroad tracks or potholes, the inertia valve instantly comes into action, changing the damping from firm damping to "soft damping" and lets the wheel move rather than transmit the jolt through the suspension into the frame and ultimately into the rider.

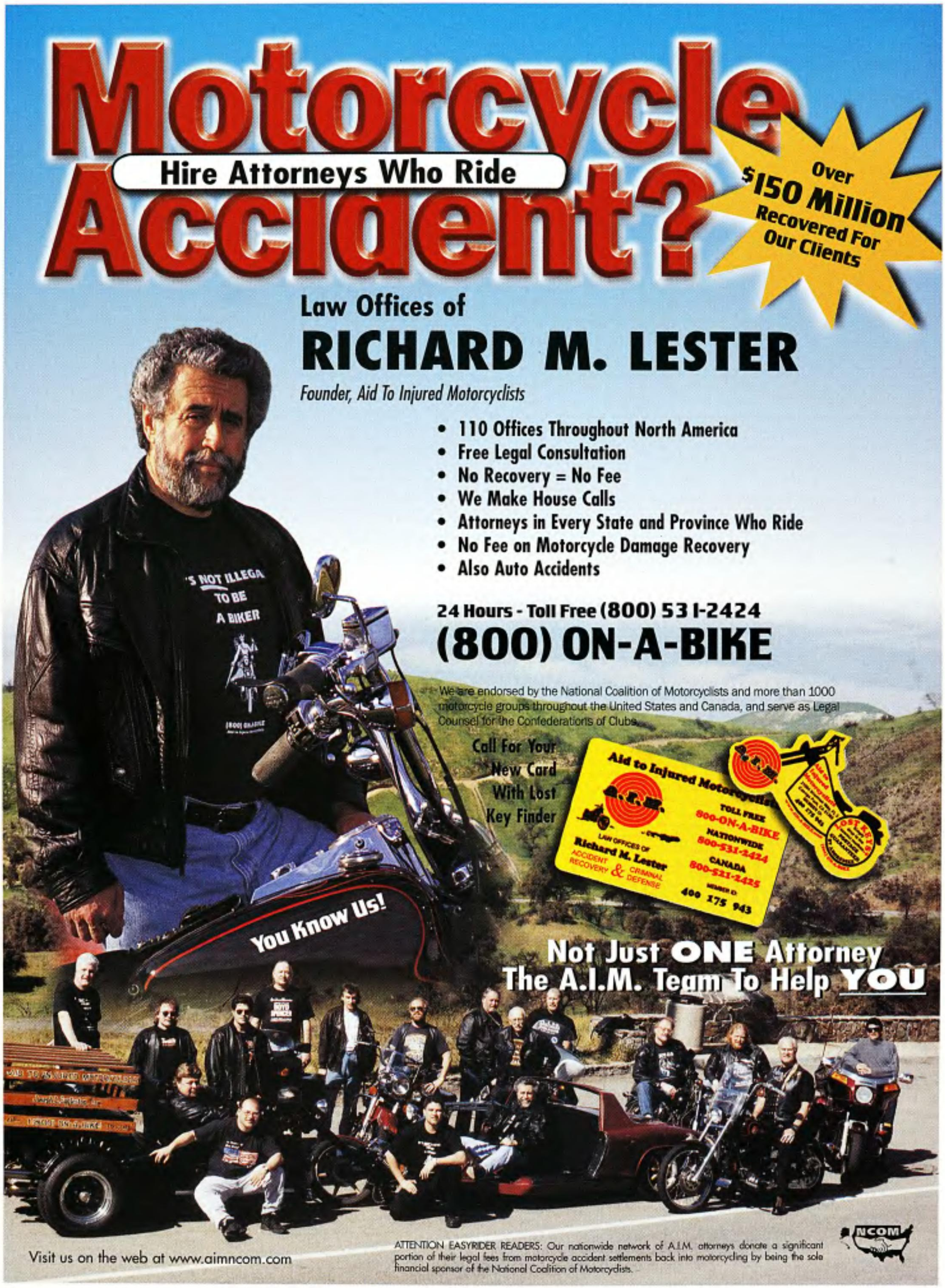
The 440 Series shocks are available in different lengths (13 inches is stock length) as well as heavy-duty applications. Suggested retail is $495 a pair.

Call Progressive Suspension at 877-690-7411 or visit them on the Web at www.progressivesuspension.com.

Billet Aluminum Clamps Look Smooth And Come With Choice Of Stem Angle

Designed to accept stock Harley-Davidson 41mm-diameter fork tubes, Storz Performance's new billet aluminum raked fork clamps feature a smooth, clean, radiused look. Available with 3-, 5- and 7-degree stem angles, the clamps are CNC-machined from 6061-T6 aluminum, polished and chrome-plated. Storz tells us the smooth look of the upper clamp is achieved by locating the center stem nut below the lower crown. Supplied as a kit, complete with chrome hardware included, the fork clamps are pre-drilled for internal fork stop kits and also for Storz bolt-on-style fork stops. The center T-stem and nut are machined from stainless steel.

Call Storz Performance 805-641-9540 or go online at www.storzperf.com.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Soncy Road Speed & Custom lassos some wild mustangs from their Amarillo, Texas, "ranch." Their corral is full of show-winning customs including Dallas resident Rick Coyne's candy cobalt stallion seen here champing at the bit. Saddling up the hardtail bronco was Soncy Road's head wrangler Mark Warrick. We caught up with Mark just after he'd returned from the Las Vegas SEMA show where both his two- and four-wheeled creations caused a near stampede.

While hankering to have a Soncy Road brand on his new ride, Rick had already accumulated a big chunk of components including a Patrick Engineering 96-inch V-twin, a Pat Kennedy frame and wheels, and assorted other parts. "We had built a bike for one of his friends, but this was his first with us," Mark says. "Rick just said here it is, build us a bike and go for it. Make me a really cool bike that can compete in anything I go to." Mark took those words seriously and went to work aiming to carve out a show winner for his new customer.

Because the way the frame was raked and laid over in the front, Mark opted to use one of Independent's original gas tanks built some years ago—which he happened to have in his treasure bin. After some cutting and re-shaping, he hugged it down around the motor. As the plan included welding in the rear fender, the Soncy Road team also welded in the oil tank and fabricated skins to cover it. Wanting to extend the rear fender down, they fabricated a section that actually bolts in from way up underneath so that it could removed, bodyworked and painted. As a result of the design, the fender seems to be continuous all the way around.

Since the philosophy was keep it clean, Mark hid the master cylinder under the gas tank and built a cable clutch setup through the frame and into the transmission. Those cables were attached to a set of Mark's Soncy Road levers that merged into the custom handlebars via welded-on mounting perches. In the hollow area under the tank he also concealed the coil and electrics.

RICK COYNE'S SONCY ROAD COWBOY CUSTOM

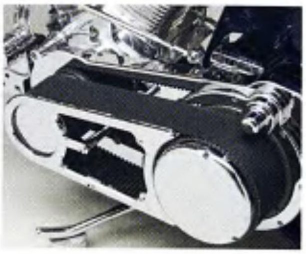
LONE STAR HARDTAIL

While the rake was already kicked out, it got even more radical with the 6-degree trees contributing to the bike's fluid long, lean and ultraclean profile.

The bike came with dual discs up front, so Mark decided to use JayBrake front calipers. He then welded the inside of the calipers to the inside of the fork legs. In the process he conjured up a very spiffy billet spacer/fender mount combo design. Rounding out the package, the rear end features a left-side brake setup made for Soncy Road by Billet 4U.

Asked the owner's reaction to the bike when first seen, Mark laughs and says, "He loved it. He also liked the fact that it won the Grand National Roadster Show in San Mateo, California, where the bike took first place for Radical Custom. It also caught everyone's attention at the Easyriders Show in Dallas. Meanwhile Rick and Mark have been talking up a new project bike and Soncy Road is about to unleash five new radical bikes. Like they say, stay tuned to Easyriders for their debut.

To saddle up your own non-buckin' bronco give Mark Warrick a call at 806-352-0776. You can also purchase the weld-on perches and levers, the grips and pegs as seen on this bike. And keep a watch out for new products popping up on their Web site including some trick wheels. *—Paul Garson*



Owner: ....Rick Coyne
City: ....Dallas, Texas

General

Model: ....2002 Custom
Design: ....Soncy Road Speed & Custom
Fabrication: ....Soncy Road
Chroming: ....Sherms

Engine

Model:..............Patrick Engineering
Displacement:........96 cubic inches
Carb: ....dual Mikunis
Exhaust: ....Soncy Road

Frame

Builder:..Pat Kennedy/Soncy Road
Type:....................................hardtail
Rake: ....47 degrees
Modifications: ....2-inch stretch

Front end

Type:....................Perse lower legs/ 4 inches over
Builder: ....Perse/Soncy Road

Paint

Painter:........................Soncy Road
Type/color: ....House of Kolor/ candy cobalt
Special paint: ....all

Accessories

Bars:...........................Soncy Road
Grips: ....Soncy Road
Seat: ....Troy Anderson
Headlight:......................Meanstreet
Taillight:............Paul Yaffe Originals
Fenders: ....Soncy Road
Electrics: ....Soncy Road

Wheels

Type: ....21-inch front; 18-inch rear
Brakes: ....Soncy Road/ JayBrake/ Billet 4U
Tires: .... Metzeler
Photos: ....Michael Lichter

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Happenings

ALABAMA
Styx River Rally
Date: Apr. 2-4
Place: Robertsdale
Info: www.riverrally.com

ARIZONA
Annual Poker Run
Date: Mar. 6
Place: American Legion Post 105, Phoenix
Info: 623-544-0797

Agent Orange Ride
Date: Mar. 7
Place: Evolution Custom Cycles, Tempe
Info: 602-992-4578

Spartan Riders Annual Poker Run
Date: Mar. 20
Place: Fast Eddy's Diner, Phoenix
Info: 602.573.9657
spartanridersmc.com

Lost Dutchman MC Gold Rush Run
Date: Mar. 21
Place: Mesa
Info: 480-964-8118;
lostdutchmanmc.com

Arizona Bike Week
Date: Mar. 26-Apr. 4
Place: Phoenix/Scottsdale
Info: 602-997-6107;
arizonabikeweek.com

CALIFORNIA
Motorcycle Swap Meet and Street Rod Show
Date: Mar. 14
Place: Ventura Fairgrounds
Info: 805-650-6777 days
www.cycleshop.com

BiketoberWest
Date: Mar. 17-21
Place: San Diego
Info: 858-292-8512
www.biketoberwest.com

Cycle Show & Swap Meet
Date: Mar. 28
Place: Fairplex, Pomona
Info: 714-557-1846
www.toppingevents.com

COLORADO
Hawg Wild Show & Swap
Date: Mar. 20-21
Place: Longmont
Info: 970-669-5589;
www.hawgwildcc.com

St. Patrick's Party
Date: Mar. 20
Place: ABATE Dist. 11
Info: 719-395-0360

Easyriders Bike Show
Date: Mar. 27
Place: Denver Convention Center
Info: 800-962-9857;
easyridersevents.com

"Hey, look! There's my first Harley.... Bought it back in '52!"

FLORIDA
Designs Through Time M/C Exhibit
Date: Feb. 15-Apr. 15
Place: Daytona Beach
Info: www.designs throughtime.com

Daytona Bike Week
Date: Feb. 27-Mar. 7
Place: Daytona
www.daytonachamber.com

Orlando Bike Week
Date: Feb. 27-Mar. 7
Place: Orlando H-D
Info: 877-740-3770;
www.orlandoharley.com

Swap Meet
Date: Feb. 28-Mar. 7
Place: Deland
Info: 386-252-3101
www.cycleprousa.com

Metric Rally
Date: Mar. 3
Place: Daytona International Speedway
Info: www.americaniron magazine.com

Annual Shriners Car, Bike & Truck Show
Date: Mar. 13
Place: Floral Park, Floral City
Info: 352-746-6936

Fleamarket Bike Fest & Swap Meet
Date: Mar. 14
Place: Fort Myers
Info: 239-3347-001 ext 203
www.fleamall.com

Bikes and Blues
Date: Mar. 20
Place: Rockledge
Info: 321-690-3464 ext. 19
www.arc-brevard.org

Bikes and Blues
Date: Apr. 3
Place: F. Burton Park, Cocoa
Info: 321-690-3464 ext. 19
www.arc-brevard.org

GEORGIA
Run To The Sun
Date: Feb. 27-28
Place: ABATE of Georgia
Info: 404-294-8900

ABATE of Georgia Annual Bike Week Rendezvous
Date: Mar. 4
Place: So. Daytona Beach
Info: 404-294-8900

ABATE of Georgia Ride For Freedom
Date: Mar. 17
Place: Lakewood FairGnd
Info: 404-294-8900

ILLINOIS
Motorcycle Parts Extravaganza
Date: Mar. 21
Place: Peoria
Info: 217-864-9540
www.bg-promotions.com

Motorcycle Parts Extravaganza
Date: Apr. 4
Place: Belleville
Info: 217-864-9540;
www.bg-promotions.com

INDIANA
Motorcycle Expo
Date: Feb. 26-29
Place: Indiana State Fairgrounds, Indianapolis
Info: 317-546-4344
indianamotorcycle expo.com

Motorcycle Swap Meet
Date: Mar. 14
Place: Century Center, South Bend
Info: 269-998-7658

IOWA
Rod & Custom Show
Date: Feb. 28-29
Place: Monticello Berndes Center
Info: 319-465-5119;
319-465-5380

LOUISIANA
Louisiana Purchase Motorcycle Rally
Date: Mar. 11-14
Place: New Iberia
Info: 337-364-0461
www.laprally.com

State HOG Rally
Date: Apr. 1-4
Place: Shreveport Festival Plaza
Info: 866-342-7HOG
www.laststatehogrally.com

MICHIGAN
Cycle World M/C Show
Date: Feb. 20-22
Place: Cobo Ctr., Detroit
Info: 800-331-5706
motorcycleshows.com

Giant Motorcycle Swap Meet
Date: Mar. 28
Place: Saginaw Civic Center
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Apr. 4
Place DeltaPlex, Grand Rapids
Info: 800-968-4242
motorcycleswap.com

MISSISSIPPI
Crossroads Bikes and Blues
Date: Mar. 26
Place: Clarksdale
crossroadsrally.com

MISSOURI
Easyriders Bike Show
Date: Apr. 3
Place: Bartel Hall, Kansas City
Info: 800-962-9857
easyridersevents.com

NEW MEXICO
Annual Bike Show
Date: Apr. 3-4
Place: Otero County Fairgronds, Alamogordo
Info: 505-434-7771

NEW YORK
Designs Through Time M/C Exhibit
Date: Feb. 28-Jun. 6
Place: Albany Institute of History & Art
Info: www.designsthroughtime.com

NORTH CAROLINA
Polar Plunge
Date: Feb. 21
Place: Guilford Wildlife Club, Greensboro
Info: 336-885-5400

Raleigh Rights Rally
Date: Feb. 28
Place: Team Power Sports, Garner
Info: 919-522-4922
www.NCRider.com

Bike Show, Chili Cook-Off And M/C Raffle
Date: Mar. 20
Place: Shelton's H-D, Durham
Info: 919-682-6695

Outer Banks Bike Weekend
Date: Apr. 9-11
Place: Nags Head
Info: 757-491-6539
www.harleybay.com

NORTH DAKOTA
ABATE of North Dakota State Convention
Date: Mar. 12-13
Place: Mandan
Info: 701-223-5609
abatend.com

OKLAHOMA
ABATE MC Show
Date: Mar. 27-28
Place: Tulsa
Info: 918-282-6604
www.tulok.com/abate

PENNSYLVANIA
Lehigh County Cycle Expo
Date: Mar. 27-28
Place: Expo Ctr, Allentown
Info: 386-252-3101
www.cycleprousa.com

SOUTH CAROLINA
Blessing of the Bikes
Date: Mar. 14
Place: Clinton
Info: 864 682-8559

Motorcycle Week
Date: Apr. 14-18
Place: Charleston
Info: www.charlestonmotorcycleweek.com

TEXAS
Expo and Swap Meet
Date: Feb. 29
Place: Longview Convention Center
Info: 254-687-9066
www.texasscooter.com

Swap Meet
Date: Mar. 7
Place: Dallas
Info: 254-687-9066
www.texasscooter.com

Thunder on the Trinity
Date: Mar. 11-14
Place: Liberty
Info: 936-336-2775
www.thunderonthetrinity.com

Easyriders Bike Show
Date: Mar. 20
Place: Dallas Fairpark
Info: 800-962-9857
www.easyridersevents.com

So. Texas Motorcycle Show
Date: Mar. 26
Place: San Antonio
Info: 888-338-0606
www.txbikeshow.com

Big Bend Ride
Date: Apr. 2-4
Place: New Braunfels to Big Bend
Info: 210-824-3828
ComalRiverRiders.com

VIRGINIA
Cycle Expo
Date: Mar. 19-21
Place: Richmond
Info: 804-741-8677
www.excalevents.com

WYOMING
Chrome on the Range
Date: Apr. 3
Place: Casper
Info: 307-259-3796
www.chromeontherange.com

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60	$34.48	$67.59
65	$56.53	$113.31
70	$102.46	$197.53
75	$192.76	$353.06
80	$446.69	$823.16

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45	$16.28	$25.38
50	$23.10	$38.72
55	$32.29	$56.88
60	$50.84	$90.56
65	$87.76	$157.28
70	$184.80	$305.16
75	$511.61	$850.06

20 Year Level Premium Term Insurance

Age	100,000	250,000
40	$13.30	$19.69
45	$19.69	$32.59
50	$28.35	$50.31
55	$40.43	$75.47
60	$68.16	$124.03
65	$127.14	$245.00
70	$157.75	$330.41
75	$244.83	$516.04
80	$397.33	$840.83

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#85-183 200 Series Wide Rigid Frame $639.95 ea.
#50-1 1.25" Dia. Mammoth Bars $64.95
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Skull Mirrors #47-231 Right $24.95 #47-232 Left $24.95
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40 Spoke Wheels start @ $139.95 ea.
#117-50 Polished Fork Tube Assy. FXSTC, Dyna®, FLSTC & FLSTF $269.95 pr.
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Easynews

If it's of interest to bikers, we'll print it.

Hall of Fame

Preacher Mike Arnold

Photo: Aggressive Ministries

"Preacher" Mike Arnold was an example of the finest qualities to be found in our fellow humans. Among these are honesty, loyalty, faithfulness, commitment, caring and trustworthiness. Mike was a confidant to many people that he knew. When you spoke to Mike you were sure that the things you spoke of would remain confidential. His ability to be both a leader and a servant were remarkable. As a leader among men, most people among us cannot see how it would be possible to fulfill two seemingly very different qualities. Most expect a leader to lead and not to be a servant to others. Mike could do this willingly and without hesitation.

Many people would look at Mike and see a Christian and he was that and he did it well. He also believed in the biker's rights movement and spent many hours to that end. The day before Mike passed away he spoke of his ABATE membership dues and of his pride of being the Chaplain of ABATE of Washington for 18 years. Mike did so many things for so many people with such little recognition. At ever opportunity he was there for this organization, even putting himself in peril for others.

His involvement with ABATE, the Confederation of Clubs and with other clubs whether they were a 1% MC or a Christian MC, he was always there with the desire to improve the quality of the biker lifestyle, and traveled to all points of the country to that end.

Mike has married, buried and blessed many people in his pursuit to serve the Lord. One could count on Mike to offer help to any biker that was in need. Several times at an NCOM national conference Mike would walk around with a jar collecting funds for a biker who went down en route to the conference.

To whomever he was speaking, when Mike would have to go, he always left by saying "Brother, I love you." *—Bob Houk, ABATE of WA*

EASYRIDERS SWEEPSTAKES WINNER!

YON ABEL WINS! YOU CAN TOO!

Loyal Easyriders *reader, Yon Abel found out he won last year's Easyriders Sweepstakes while stationed in Kuwait. When he comes home he'll take possession of his new Electra Glide! Here's his story in his own words.*

My name is Yon Abel. I live in rural Cedar Rapids, Iowa. I work as a deputy sheriff for Linn County, but don't hold that against me.

I have been riding since my senior year in college. At the time, I bought an old Yamaha from a friend for $500. It wasn't the greatest bike in the world, but for learning it was great. If it fell over a few times, there was not a concern. Eventually, it out lived its usefulness and it had to be retired.

It wasn't until late summer of 2002 that I bought my first real motorcycle, a 1995 Heritage Classic. I purchased it from a member of my National Guard unit. I wasn't able to put as many miles on it as I wanted, but as the weather turned colder, I held off on getting it winterized. I was waiting for one more day of riding.

In late December that day came, the temperatures peaked to about 55 degrees. Fortunately, there wasn't much for snow to this point, so the sand and salt were minimal on the roads.

Well, that was my last ride. I was looking forward to spring's return to get the bike out again. Little did I know that six weeks later I would be getting the call to serve my country.

I am currently deployed with F Co 106th Aviation, a CH-47 Chinook helicopter company. We are actually two units, half from the Illinois Army National Guard, and half from the Iowa Army National Guard—Peoria, Illinois and Davenport, Iowa respectively.

I have been on active duty since February 4, 2003, and here since mid-April.

CONTINED NEXT PAGE

Photo: provided by Yon Abel

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1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30	31	32			

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1995			1	2	3	4
1996	5	6	7	8	9	10
1997	11	12	13	14	15	16
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Sweepstakes Winner Continued

We are not expected to redeploy until April of 2004. While we were operating out of Kuwait, we would read anything that we could get our hands on. One of my flight engineers, Greg Stalker, loaned me some copies of *Easyriders* and *In The Wind*. It just increased my desire to be home and on the road. It was in one of these magazines that I saw the *Easyriders* Subscription Sweepstakes. I eventually decided that I wanted my own subscription, and sent it in.

Boredom sometimes would get the best of me, so I filled out a few more entries on the 3-x-5 cards and sent them in. I did this a few times.

In July our company was given the order to move north into Iraq. We are now located at an airfield northeast of Baghdad, near the town of Balad. It is an old Iraqi airfield.

Many times when we are sitting around, we talk about the things that we miss or are looking forward to doing again. Often times the subject comes back to biking. The poker runs, the rallies, or just toolin' around town. Some guys even have their wives buying parts for their rides.

A popular aircraft modification is the addition of nose art. Our biggest Harley enthusiast, Greg Stalker (aka Stroker), had the *Easyriders* logo painted on his other ride. I believe photos have already been submitted for *In the Wind*.

Near the end of September, my sister received a call from a representative of *Easyriders* magazine, informing her that I was the Grand Prize winner. I received my sister's e-mail the next day

When I read it, I was in disbelief. I knew it couldn't have been a joke, the only thing she knew was that I hadn't received the magazine subscription that I was expecting. I called her to get the details, and with the time difference, it was 2 a.m. in Iowa.

I was excited, and I had to share the news with everyone. It was one of the few pieces of good news that most of us had heard in awhile. I had plenty of congratulations, and about as many offers to take a motorcycle off of my hands for me.

The next thing I did was decide which motorcycle I would like to be riding in April. The V-Rod was tempting, but the choice was easy: the Electra Glide. While our aircrews were in Corpus Christie,

Texas, preparing the helicopters for the ship, another pilot and I stopped at the local shop. While at Corpus Christie Harley-Davidson/Buell, I was looking over the new and used touring bikes. I thought that a similar model would be nice in 10 to 15 years. Well, I'll definitely settle for 10-15 months.

My fiancée Kendra and I are already planning trips around the Midwest for after my return. It will give us a chance to make up for some lost time, and enjoy our new Harley-Davidson. I'll even have the chance to go to a rodeo with my flight engineer and friend, Greg Stalker. I can return the ribbing he gave me for entering the contest that I'll never win! Besides, it's his magazines that gave me the idea to even enter in the first place.

I'll be back in the U.S. for my February 14th wedding, and I'll get my first look at the new member of the Abel household, an Electra Glide. I can't wait!

Yon was a big winner and YOU can win too! See the 2004 Easyriders Sweepstakes ad on Page 49!

Coast to Coast

Biker News

CONGRESS PUSHES HEALTH CARE REFORM FOR BIKERS: An important step toward protecting medical benefits for motorcyclists was achieved when the Senate Health, Education, Labor and Pensions Committee voted unanimously to approve S. 423, "The Health Care Parity for Legal Transportation and Recreational Activities Act," co-authored by U.S. Senators Russ Feingold (D-WI) and Susan Collins (R-ME)on October 29, 2003. The bipartisan act would eliminate a loophole that allows insurance companies to deny medical benefits to persons injured while participating in so-called "risky activities," including riding a motorcycle or ATV.

The measure will now move to the Senate floor for consideration, while a similar bill in the House, HR 1749, awaits committee action.

Motorcyclists across the country successfully lobbied Congress in 1996 to enact the Health Insurance Portability and Accountability Act, which prohibited insurers from denying health care coverage to insureds based on their participation in activities such as motorcycling, skiing and horseback riding, but the legislation was later misinterpreted to require insurance companies to provide coverage, but still allowing them to deny benefits if a person was hurt as a result of such involvement.

Help close this discriminatory loophole by contacting your U.S. Senators and Congressman today and urge their support of S. 423 and HR 1749.

LOUISIANA GOVERNOR TAKES NHTSA TO TASK: Just hours after NHTSA released a report to the national press indicating that fatalities had increased dramatically in Arkansas and Louisiana following the repeal of those states' mandatory helmet laws, Louisiana Governor Mike Foster called NHTSA's numbers into question and accused the federal agency of misleading the public regarding the facts.

"You can make statistics say anything you want," lectured Foster in a press release issued October 30, 2003, to counteract the NHTSA disinformation campaign. "The NHTSA wanted to hear that fatal crashes have doubled, and they looked for statistics that supported that. It's true that the number of accidents has increased, but the report leaves a lot out of the picture, like the increasing number of motorcycle riders."

The number of registered motorcycles rose by over 12,000 in the years covered by the NHTSA study, according to the governor's press release, from 60,000 in 1998 to 72,445 just two years later after their helmet law was repealed.

According to a 2001 report by the Louisiana Highway Safety Commission, "Traffic Crashes Involving Bicycles or Motorcycles," fatalities per 100 crashes only rose by 0.2% from 1998 to 2000, and in 2001 that percentage actually went down. In addition, the number of crashes during that time rose from 889 to 1,410, a fact that cannot be attributed to helmet usage rates.

"Bottom line, it's a matter of personal choice," said Foster. "There are times where helmets are protective and times when they actually can do harm."

35 MILLION NEW BIKES: Forecasting worldwide demand for motorcycles to advance 5.2% annually to more than 35 million units in the year 2007, The Freedonia Group, an international business research company based in Cleveland, says the global motorcycle industry will likely go through a restructuring phase in coming years, driven by increased income levels in emerging markets, continued strong sales in the U.S. and Western Europe, and advancements in technology.

In a new study titled "World Motorcycles," the research group says there are two separate motorcycle markets. One centered in the Industrialized Triad (i.e., the U.S., Japan and Western Europe), where motorcycles are seen as pleasure vehicles by consumers who already have one or more automobiles. These motorcycles tend to be large, powerful machines that cost on average about $4,000 to $7,000 in the U.S. and Europe, and somewhat less in Japan. The research firm says the market for the larger displacement motorcycles will likely remain strong, but says some concerns regarding future demand have emerged due to the aging of the customer base, especially in the U.S. and Western Europe.

The other, much larger market in unit terms is in the emerging economies of the Asia/Pacific region, where motorcycles are seen as primary family and work vehicles. According to the study, demand for scooters, mopeds and light motorcycles will remain relatively robust in emerging markets such as India, China and Southeast Asia, due to increased income levels.

The third influence on the worldwide motorcycle industry, according to the study, is a transition in technology driven by a confluence of factors, most noticeably exhaust emission regulation. Motorcycle regulations have been increasing worldwide, as developed nations seek emissions parity with automobiles and as developing nations fight to reduce pollution levels in large urban areas.

MOTORCYCLES ARE "SMART GROWTH": Carter, a full service real estate company headquartered in Atlanta has recently put the finishing touches on a mixed-use development that has been heralded as the premiere Transit Oriented Development in the country. Lindbergh City Center, which will eventually incorporate 4.8 million

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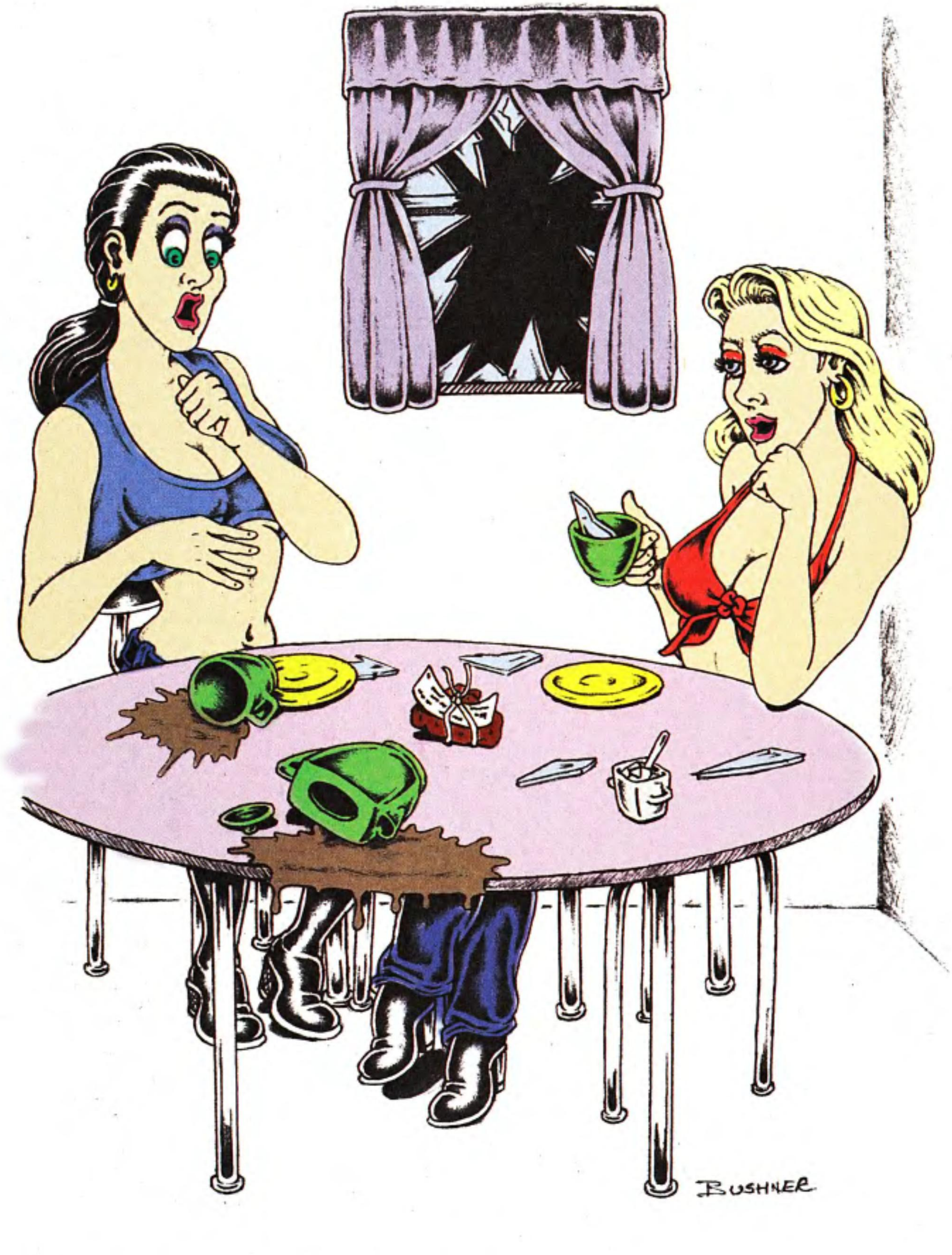

"One thing I'll say for the bastard, the alimony check is always right on time."

Biker News CONTINUED

square feet of office, retail and residential facilities is located on top of the second busiest transit station in Atlanta.

Michael Hoath, director of real estate development for the project, is an avid two-wheel enthusiast who rides and races. "I ride to work regularly and often notice how many urban environments discourage motorcycle use. We felt it was important to encourage all smart growth principles; motorcycles as commuter transportation is smart growth. They are a frequently overlooked ingredient in providing solutions to urban sprawl and traffic congestion."

The development incorporates a mix of Smart Growth design principles such as pedestrian access, transit access, and reduced parking. One of the most important design principles is free parking on Main Street for motorcycles. Whereas other vehicles pay for parking, the prime street locations are reserved for free motorcycle parking. Additionally, the project incorporated concrete parking pads to prevent bikes from tipping over due to melting asphalt on hot summer days.

INTERNET SCAMMERS USING HARLEYS AS BAIT: If you're shopping for a new motorcycle, beware of a new Internet scam that may take your wallet for a ride. In an October 21 "Problem Solvers" report on Local 6 News in central Florida, commentator Mike Holfeld uncovered Internet scam artists who are pirating legitimate eBay accounts and are reportedly using Harley-Davidson motorcycles as bait to rip off users.

In his report, Holfeld interviews a woman who wired $4,600 to a man in Berlin, Germany, to purchase a Harley FatBoy in an online auction. The money was picked up 24 hours later, but then the bike and the imposter disappeared.

Now, it appears phony auctions are being set up by account imposters, some using Harley-Davidson motorcycles as the bait, according to the news report.

Holfeld reported that more and more eBay members are discovering their accounts have been hijacked, and industry insiders say 30 or more bogus auctions are running at the same time. Buyer Beware!

—Bill Bish, NCOM

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9152 Black Sizes MD, XXX
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B. DOUBLE POCKET TWILL SHIRT
This shirt is made to wear any day with 100% cotton construction, double button front pockets and all woodtone buttons to add even more style. Khaki color. 7468 Sizes MD, LG, XX, XXX
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C. FLAP POCKET TWILL SHIRT
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D. BAND COLLAR TWILL SHIRTS
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4252 Grey/Black/Red - Sizes MD, LG, XL, XX
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F. EASYRIDERS WING PIN
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This unique shirt starts with a texture of reptile on a silky and shimmering fabric made from a polyester, silk and cotton blend. It's exotic, soft and available in two rich colors.
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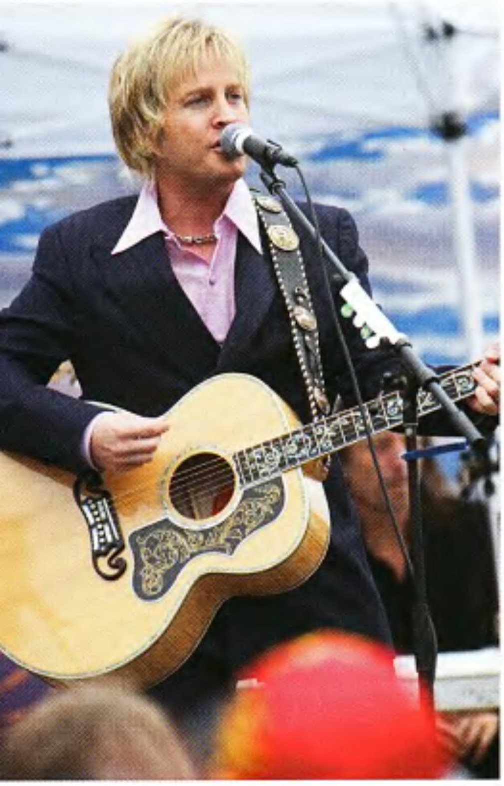
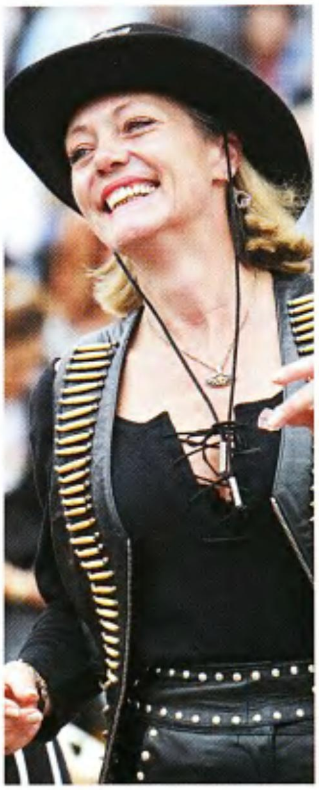
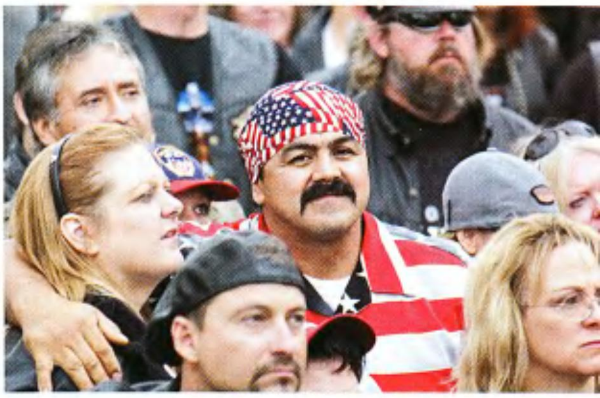
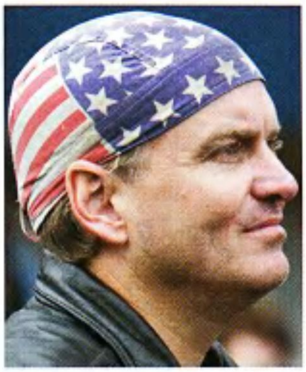
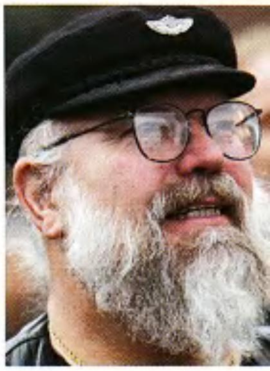
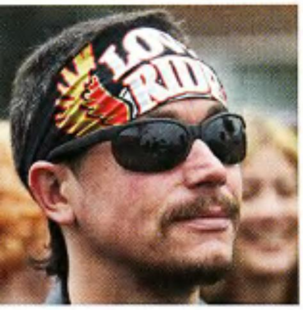
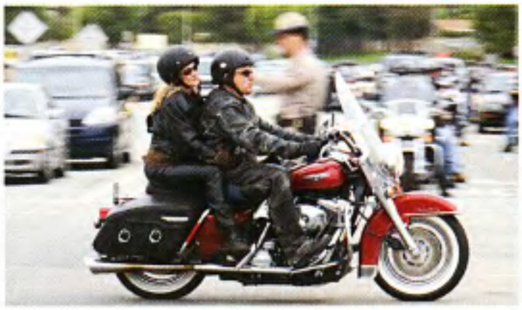
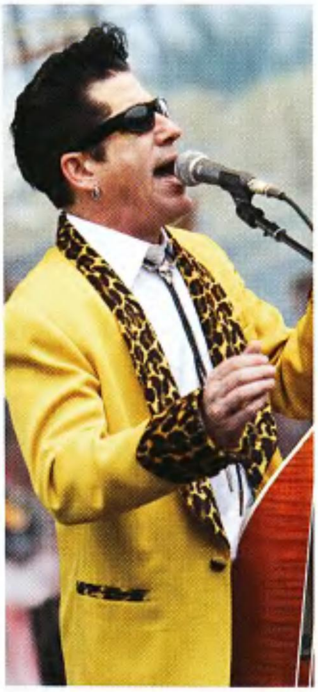
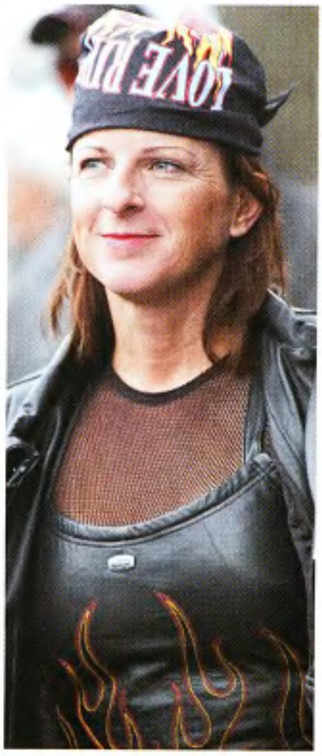
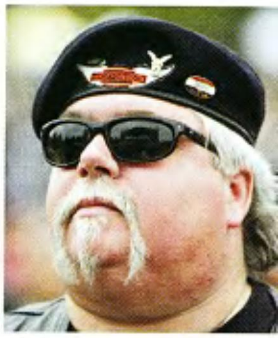
LOVE RIDE XX

"ZZ Top is gonna play at the Love Ride? I am so there, man!" The hype for this year's 20th Annual Love Ride in Southern California had every biker within 500 miles buzzin'. This day of giving has always been fun and several killer parties have sprouted up around the charity run over the years to make it an entire weekend extravaganza. BB King's at Universal City Walk offers a Pre-Love Ride Party on Friday with kickin' music all night.







MOTORCYCLES

However, the demise of the Indian Motorcycle Company meant that their cool cocktail party on Saturday night wasn't gonna happen and Jesse's No Love Party on Saturday afternoon has grown into a three-ring circus of fun, but the main focus this year was back on the ride itself.

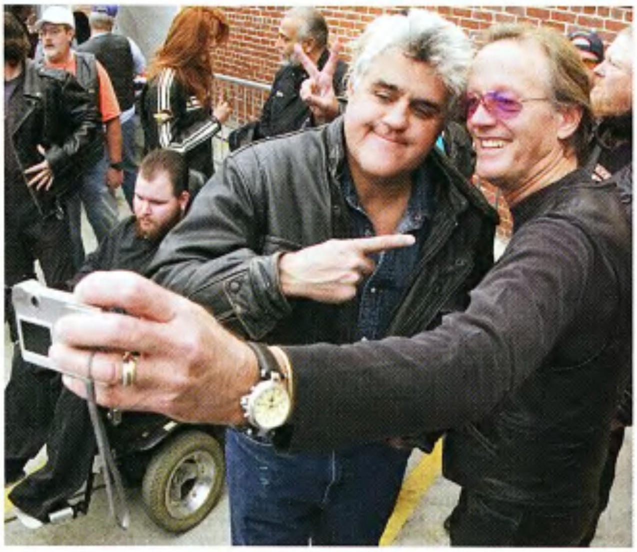
Many people called us and asked if the ride was going to be diminished by the recent fires that burnt down over 3,000 homes and turned untold acres into crispy cinders. But nothing stops the Love Ride, not rain nor sleet nor snow, not even fire. Though the early morning sky was gray with occasional drizzle, the city of Glendale, California, was packed to the gills with riders ready for a good time.

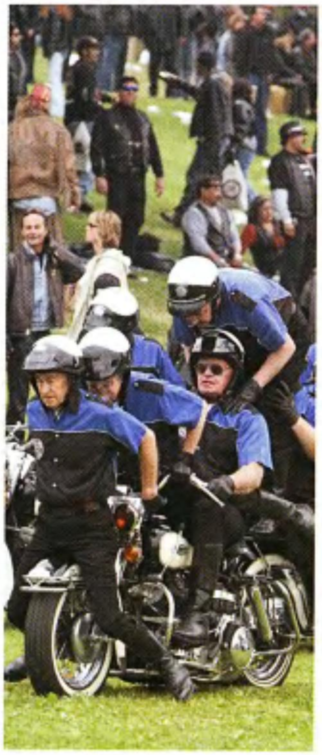
Bikes started showin' up at 5:30 a.m. on the blocked off streets to get close to Glendale Harley-Davidson. Volunteers and staffers waved the scoots in, with big smiles all around. Sunday, November 9th, marked the 20th Love Ride, the largest one-day motorcycle fund-raising event in the world. Coffee and doughnuts helped warm the riders who were greeted by such notables as Grand Marshal Jay Leno, Honorary Grand Marshals Peter Fonda and Bill and Karen Davidson and a slew of other riding celebrities. In fact, the full list of Hollywood notables would fill this entire page.

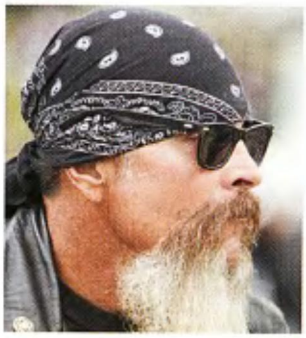
While many on this ride for charity had done it many times before, this year was special and you couldn't ask for a better reason to ride the 50 miles to Castaic Lake. The event raises funds for *The Los Angeles Times*' literacy initiative Reading By 9, the MDA and other charities.

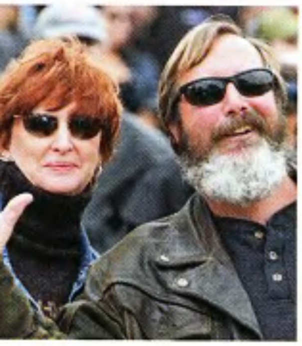
Live entertainment began at 7 a.m. with music by the Nelson Brothers (Matthew and Gunnar) and a celebrity press conference before the bikes got fired up for the ride to the lake. If you've never been on this ride it's pretty amazing to see over 20,000 motorcycles going down the Los Angeles freeways two-by-two. Well wishers lined the overpasses waving American flags, hoisting banners, waving and whooping it up in approval.

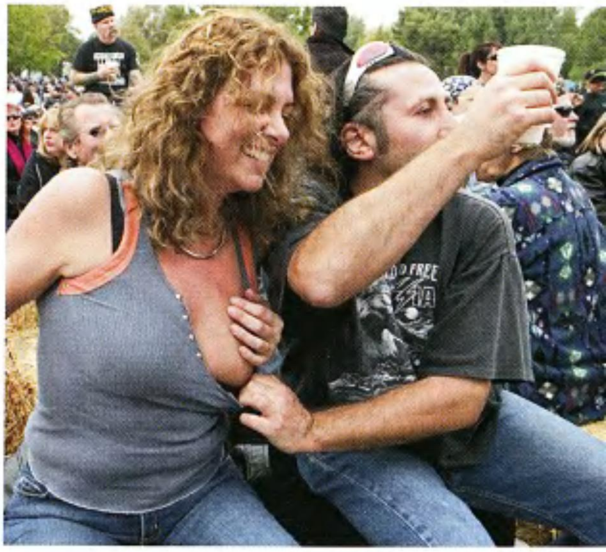
Once at Castaic Lake everyone settled











in for a nice lunch of ribs and chicken with all the fixin's provided by Bar-B-Que Express Inc. You could stroll around the park-like setting and check out over 100 manufacturers and distributors of motorcycle parts and accessories. Master builders such as Chica, Russell Mitchell of Exile Cycles and Ron Simms had custom creations on display and Ford showed off their new F-150 Harley-model trucks. Performance Machine, Drag Specialties, JIMS, J&P Cycle and more had their big trucks lined up to show off their wares. Von Dutch Clothing had a wild booth where they built a bike while you watched and Big Bear Choppers had some great lookin' scoots to drool on.

The concert at the lake started up around noon with Lee Rocker crankin' out the rockabilly good times. Our old friend Bill Van Dyke and Carlos Guitarlos played for the crowd as well. By about 1:30 in the afternoon, everybody was ready for that little ol' band from Texas...ZZ TOP! Billy Gibbons, Dusty Hill and Frank Beard did all their classic hits plus a few new tunes from their latest album *Mescalero*. Hot damn, them boys are good! The best place to watch the band was from high atop Rock & Roll Paint's custom big rig—thanks Roy!

Special thanks also go out to the Victor McLaughlin Motorcycle Drill Team for providing their incredible stunts on the wet grass out at the lake. It is always great to see these guys do their stuff.

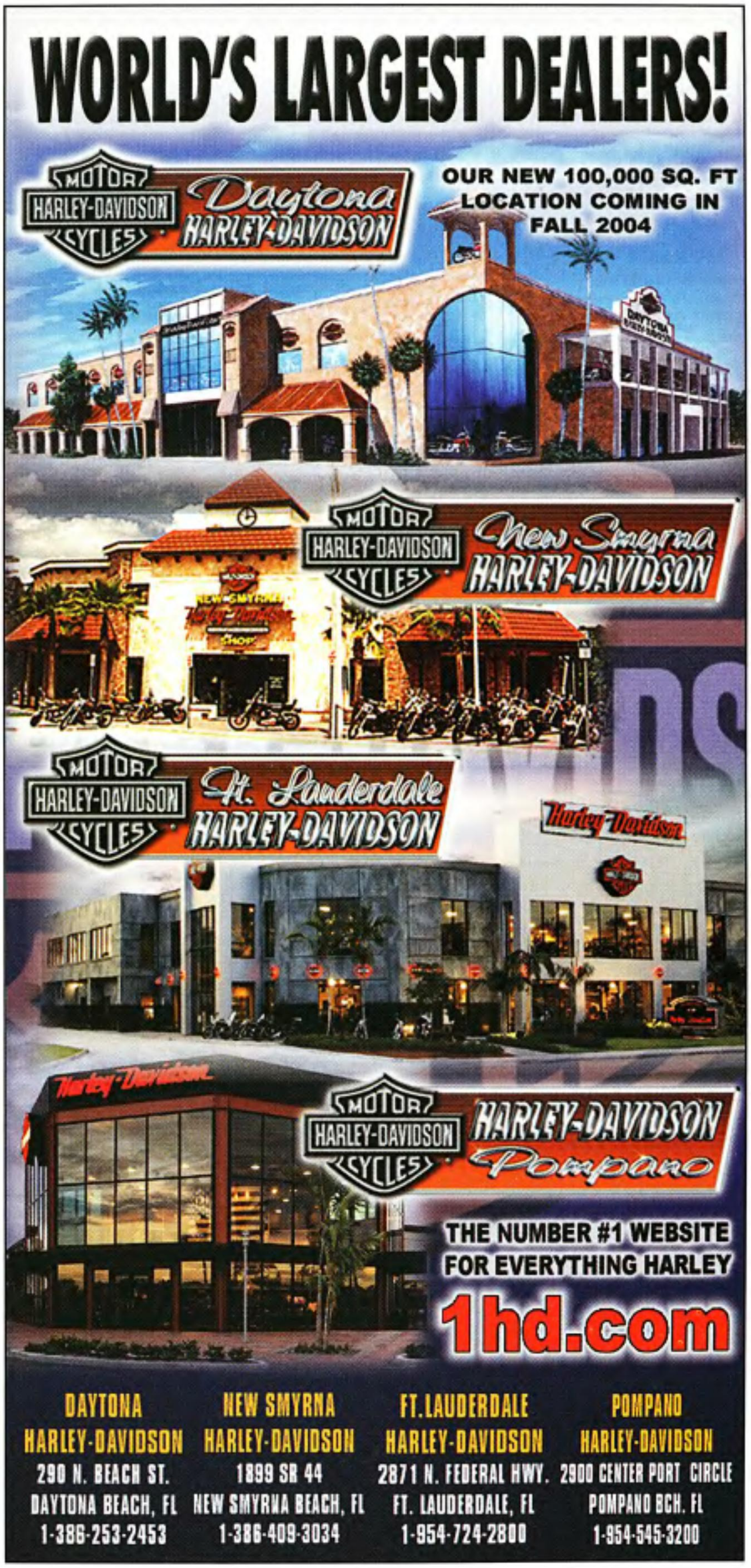
For every $100 that participants donated to the cause, they were entered into a drawing for a 2004 Ford H-D F-150 truck, and a 2004 Harley Road King. Speaking of the new Harleys, you can bet that Milwaukee's latest models were on display as were Victory's new Kingpin and Vegas models.

It's hard to believe that this whole thing started out back in 1984 with just 500 riders who raised $40,000 for the Muscular Dystrophy Association. The Love Ride was originally founded by Oliver Shokouh, owner of Glendale Harley-Davidson, to promote a positive image for motorcyclists. Oliver remains the ride's chairman and organizer, while none other than Willie G. acts as the event's honorary chairman.

When all was said and done, another $1,000,000-plus was raised for a good cause. In fact, the Love Ride has raised over $16 million over the years. We came, we rode, we partied our butts off, and we did some good in the world. Ya can't hardly beat that with a stick.

—Dave Nichols

Photos: Michael Lichter



DRAG
Specialties

DRAG SPECIALTIES' HEAVY METAL CUSTOM

HEAVY HITTER

Each year, the folks at Drag Specialties have a few special custom bikes built to showcase their latest products. After unveiling the bikes in their bike magazine advertisements the riding public can see these one-of-a-kind motorized marvels at major motorcycle events around the country. Just look for the Drag Specialties truck and you'll find these scoots in the flesh…or in the metal, that is.

When it comes time to build new Drag Specialties bike projects, Tom Motzko has the wonderful job of finding up-and-coming master builders to get the job done. In the case of this particular ride, Tom enlisted the aid of Heavy Metal Customs out of Minnesota. Mike Graham and Noah Strouth of Heavy Metal built this bike as well as a flame-painted little rigid for Drag Specialties.

This sleek sled truly features some heavy hitters when it comes to the aftermarket parts and product companies. From the TP Engineering 121-cubic-inch motor, BDL belt drive and Baker 5-speed tranny, to the cool Chopper Guys Pro-Comp hidden-shock frame, GMA's brand new W-7 wheels and Metzeler tires.

The gas tank is by Independent, Storz supplied the front end, and the bike is in the weeds thanks to a Legend Air Suspension system. This baby features some of the best stuff on earth.

Mike Graham mentioned that Heavy Metal Customs did some special modifications to the tank and fenders to give the bike a few truly custom touches. Naturally, all the goodies on this bike are available from the Drag Specialties catalog, known as the Fatbook, or at your friendly neighborhood Drag dealer.

"Every part on this bike is right out of the Fatbook," Tom told us. "You can literally build this bike as well as all the bikes seen in the catalog right from the new Fatbook." Speaking of which, you'll find this pleasing putt on the cover of the 2004 Fatbook, all 1,050 pages of which is available right now. We are proud to say that Drag Specialties' very latest custom pavement pounder debuted at our V-Twin Expo Dealer Show in Cincinnati just a few days ago.

To find out more about the incredible array of products for the two-wheeled world, visit www.dragspecialties.com. And if you'd like to have a custom bike built by the fine folks at Heavy Metal, give Mike Graham a call at 507-334-7743.

—Dave Nichols

Owner: .... Drag Specialties
Designer:....Heavy Metal Customs

General
Year and make:..2004 Heavy Metal
Model: ....Special Construction
Assembly: ....Mike Graham and Noah Strouth
Time:................................2 months
Chroming: ....Drag Specialties

Engine
Year:..2003
Model: ....TP Engineering 121
Ignition:..................................Crane
Displacement:......121 cubic inches
Lower end: ....TP Engineering
Balancing: ....TP Engineering
Pistons: ....TP Engineering
Heads: ....TP Engineering
Cam: ....TP Engineering
Lifters: ....TP Engineering
Carb(s): ....Mikuni
Air cleaner:..............................D&M
Pipes:......Rinehart staggered duals
Mufflers: ....Rinehart

Transmission
Year: ....2003 Baker
Shifting: 5-speed

Painting
Painter:..........................TJ Designs
Color:....................Kandy apple red
Type: ....House of Kolor

Frame
Year:.......................................2004
Type: ......Chopper Guys Pro-Comp hidden shock
Rake:.....................................stock
Stretch: ....none
Shocks:......Legend Air Suspension

Accessories
Bars: ....Arlen Ness
Risers: ....Drag Specialties
Handlebar controls: ....JayBrake
Fenders: ....Wernimont/ Drag Specialties
Headlight:.....................Headwinds
Taillight: ....Longshot
Speedo: ....Drag Specialties/Autometer
Pegs:..............................Accutronix
Electrics: ....Heavy Metal
Gas tank: ....Independent
Oil tank: ....Chopper Guys
Oil system: ....Heavy Metal
Seat: ....High End
Mirrors: ....Pro One
Grips: ....Thunder Heart

Forks
Type: ....Storz Mid-Glide
Extension: ....stock
Builder: ....Storz

Wheels

Front
Size: ....21 inches
Wheel: ....GMA W-7
Tire: ....Metzeler
Brake: ....GMA

Rear
Size:....................................18-inch
Wheel: ....GMA W-7
Tire: ....Metzeler 200
Brake: ....GMA

Photography:......Edge Advertising

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TalkingTech

FIRST TIMER

The mechanic who works on my bike is moving to Florida and selling off some parts that he was keeping for a personal project. He wants to sell a brand-new set of Andrews gears and shafts.

I want to put them in my 1990 FXST but the catch is that he is the only local mechanic that I trust to work on my bike or can afford. As a result, I plan to install the gears myself. Is this realistic? I have done top ends and I rebuilt a 4-speed trans years ago but I have no idea what a 5-speed is like inside or if I would need special tools.

Mack
Internet

Five-speeds are much easier to work on than 4-speeds. The only glitch in your plan is that you'll need several specialty tools. Ingenuity goes a long way, but you'd have to be a pretty decent machinist and have a lathe and Bridgeport to make substitutes for some of the tools you'll need.

Start by getting a shop manual for your Softail if you don't have one already. The transmission section will tell you what's involved and what tools you'll need. The tools are available through any Harley dealer, and JIMS has them too. JIMS also sells a transmission rebuild kit that includes most of the small parts you'll need like the bearings, seals, gaskets, etc.

If you screw up and the tranny locks up, so will your back wheel. Proceed at your own risk and follow the procedure in the Shop Manual to the letter.

I WANT IT ALL

I have a 1987 FLST. I went through the motor and here is what I have done. It is bored 0.010 over, has a Kateley KM1 cam, Crane roller rocker arms, and oversized valves. The heads have been ported and polished and decked 0.020, and I am running a Mikuni 42mm and Vance and Hines Long Shots. I am now having the well-known back pressure problem.

I used to run no baffles but now there is no way. I put power cones in and cut my baffles to about 6 inches. Now I can get a lot of power and still get my sound that I want, but gas is spitting back out of the carb. If I put in longer baffles I get rid of the problem but I lose the sound.

I was thinking of trying to go with short 1 3/4-inch pipes instead of the 2-inch pipes that I have now. Do you have any ideas? I want the loudness of no baffles but I don't want to spit gas out all over my bike. I also don't want to spend $500 on pipes that will not work. How can people put on aftermarket pipes and not have the problem that I am having?

Magic
Via the Internet

Good on you for figuring out what's going on. Most people who run into gas spray problems blame the carb.

What's happening is that exhaust reversion waves are sneaking back past the open valves and into the intake manifold and carb during overlap. You'll probably have to give up your pipes or your cam to fix the problem, but there are a couple of other things you can do first. They may not help, but they're cheap and worth trying.

First, drill a hole completely though the end of each pipe, about 1/2-inch from the tip. Pick up a couple of 2 1/4-inch bolts and four nuts at your local hardware store. Stick the bolts through the holes and double-nut them so you don't collapse the pipe when you tighten the nuts. Then fire up the bike and see what happens. The "old bolt trick" sounds like voodoo, but I've seen it pick up as much as 6 horsepower from drag pipes in the midrange.

Whether it will fix your problem or not is another matter. If it doesn't, you're only out six bits or so. If it helps but you can't handle the looks of the bolts, cut a couple of 2-inch pieces out of 1/4-inch aluminum round stock, drill and tap the ends for 6/32 bolts, and use chrome buttonhead Allens to secure the splitters in your pipes. Don't forget to Loctite the screws.

The only other cheapie I know of is to change your ignition timing a degree or two, first in one direction, then the other. If you decide to try this, be smart about it and check your timing with a light before and after.

If you still get nowhere, it's time to look at changing the pipes or cams. If you decide on the pipes, get a set of 1 3/4-inch Cycle Shack M-pipes with the HP baffle and baloney-cut mufflers. The HP baffle works well as is, but drilling more holes in it will get you more noise and possibly a little more power, although at the risk of bringing back your reversion problem.

For alternate cams, consider the Head Quarters HQ0023, S&S 502, Redshift 559V2, or Carl's Speed Shop CM580. The S&S is a bolt-in, but the others require high-lift valve springs. Be sure to follow the manufacturer's head set-up instructions to the letter if you go this route.

I'm not saying that anything is wrong with your present pipes or cam, just that they don't seem to be a good combination for your motor. About the other pipes, the pros invest a lot of time in R&D. When they find a combination that works well, they stick with it.

TIMING IS EVERYTHING

I have had a 96-inch S&S motor put in my Softail. It did not come with an ignition system and I had a buddy put in a Crane Hi-4. How should I time the Hi-4? My friends say timing it by ear or seat of the pants will work fine, but that sounds lame to me.

Would you say a few words about the right way to time a high-performance engine like this? I paid a lot of money for it and I want to get the most performance out of it that I can. Needless to say, I don't want to burn it up either.

Thanks.

Jake
Internet

Crane's instructions should cover you. If you don't have them, go to their Web site at www.cranecams.com and download a set.

A 10:1 96-inch should like timing around 32 degrees BTDC. A dial-back timing light is the most accurate way to adjust timing. Otherwise, set full advance with the timing mark just leaving the inspection hole in the left-side crankcase. That should do the trick.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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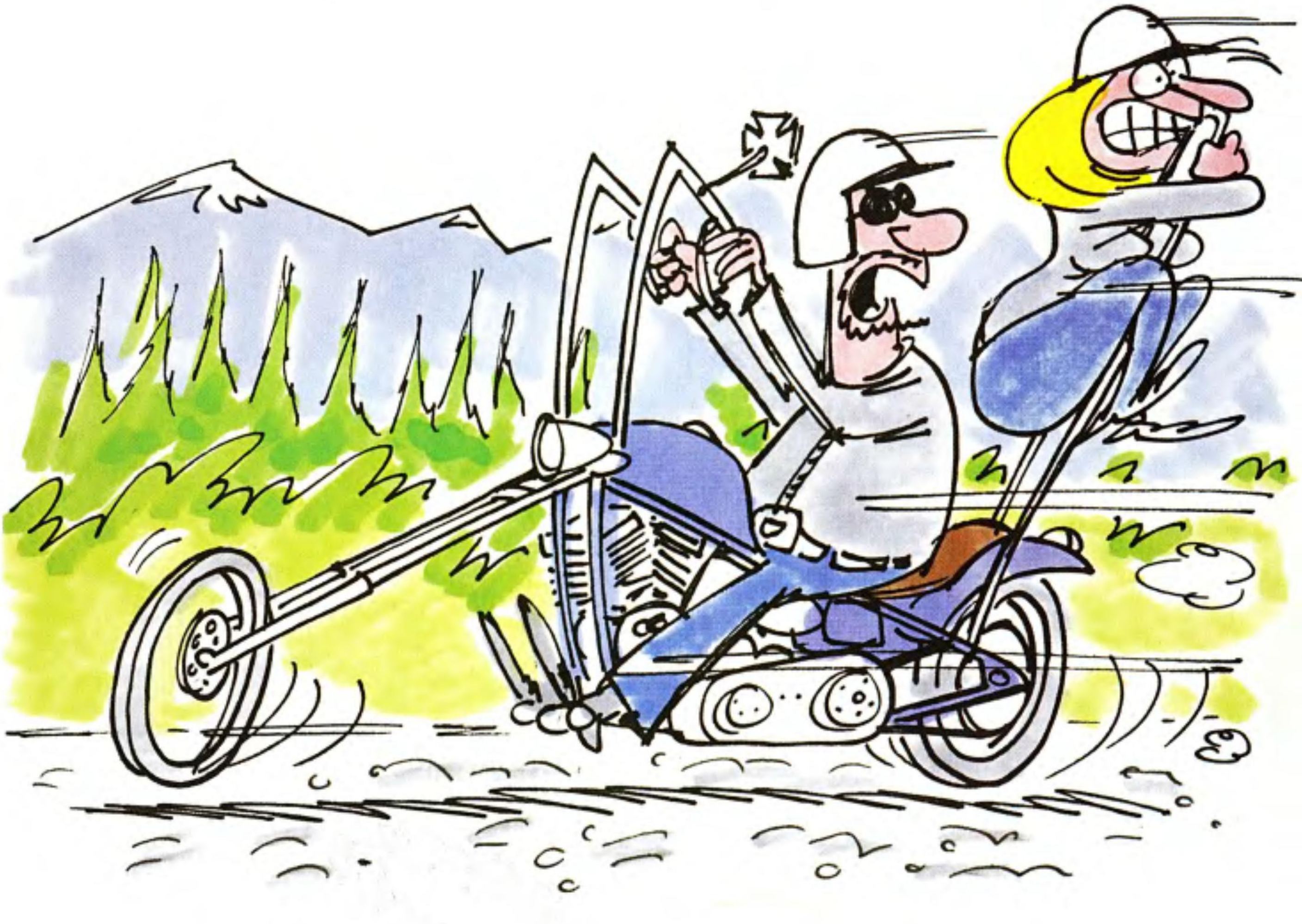

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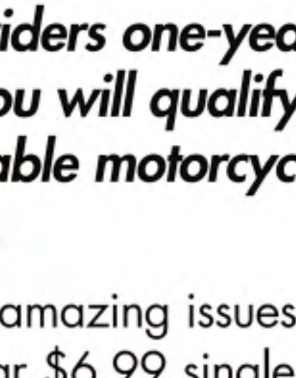

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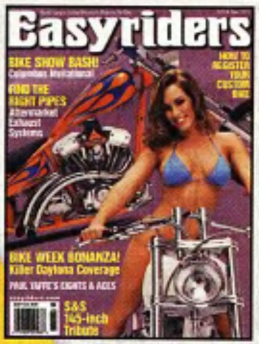

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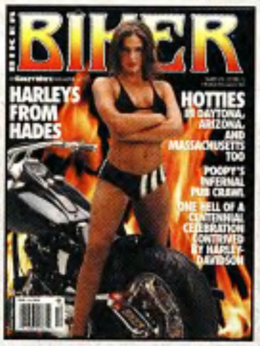

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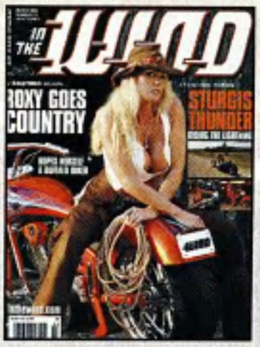

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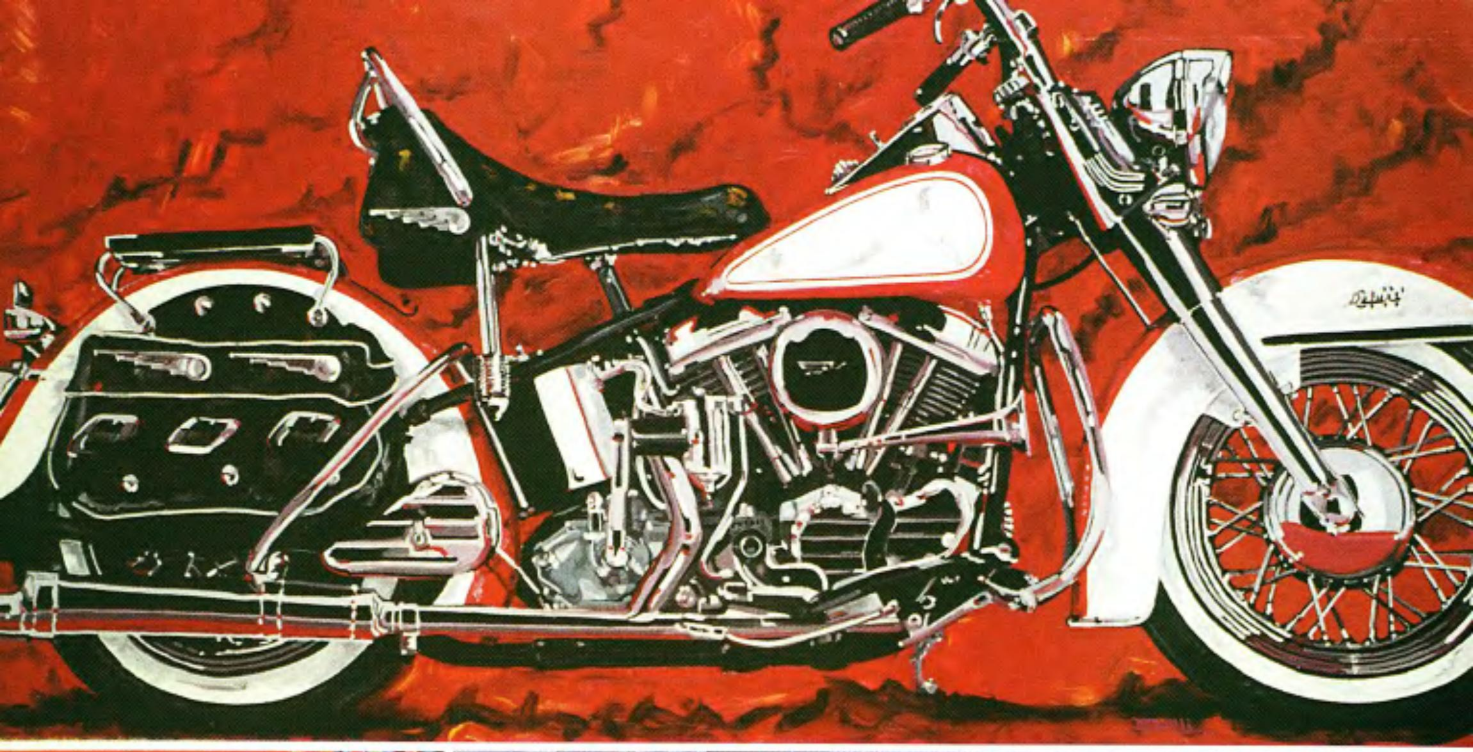
ARTWORK THAT'LL TAKE SOME SERIOUS WALL SPACE!



Enthusiasts, like Jay Leno, hang his paintings on their walls, and a Joe Dzwill original oil painting takes up some serious wall space. Many of the paintings are life size. The canvases are huge. A full-bike Joe Dzwill painting might measure a truly impressive 4 feet by 8 feet. The detail and element paintings, just slightly smaller, maybe measure 4-feet square, or 4 feet by 5 feet. While you're digesting that, here's something else to chew on: The motorcycles depicted in a few of these paintings were actually painted by Joe—regular spray gun work—before they were captured on canvas. This is the work of a multi-talented man.

Born and raised in New York, and a lifelong rider, Joe now calls south Florida home. Although, he'll soon be splitting time between there and a new studio in the mountains of Colorado, "somewhere I can really get out and ride."

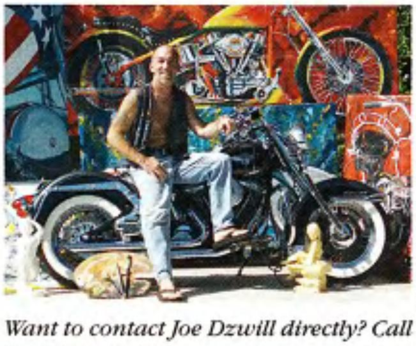
Most of the paintings we're looking at here are in Joe's *American Dream* series, which were completed years ago "well before this whole motorcycle-art craze got started," he says. Joe was doing these paintings "even before the Harley cafes started to open up." With the current interest in bikes ramping skyward, Joe is now starting a new series. He's calling this one *Choppers*.

Able to create in many mediums, Joe can airbrush, he can sculpt, he's a muralist, and he's even painted guitars for Aerosmith's Joe Perry. And he's obviously talented with oils, brushes, and canvases. Successful at it, too. Most of the original paintings in this *American Dream* series are sold. There are, however, lithographs available. They sell for \$20. Signed and numbered, the cost is \$120. The lithographs are printed on high-grade, acid-free, heavy-duty bonded stock. They measure 12 by 16 inches. Matted and framed, they make a beautiful presentation. Although there are a dozen paintings in the *American Dream* series only eight are currently available as printed lithographs.

Now, are you interested in an original? Do you have the wall space for one of those life-size paintings? How about the wallet? Original Joe Dzwill paintings are priced at \$7,500 and up. However, they're also offered as reproductions, done in a process called giclee, a digital reproduction of the original artwork printed on canvas. With the exception of the missing texture of the original oil and the brush strokes, Joe says they're identical to the painting. Giclee reproductions start at \$1,200, and they're produced on order. Conveniently, a giclee' reproduction can be offered in any size, too, even scaled down to a 24-by-36-inch version.

And of course, as artists have done from time immemorial, Joe will do commission work. Generally, he depicts the owner's own personal motorcycle—or one he wished was his own personal motorcycle—which includes many personal elements. These truly original paintings are usually completed in a 24-by-36-inch format, with prices starting at around \$3,500. And of course anything can be done life-size, too.

It's been said: A picture—or a painting—is worth 1,000 words. Joe Dzwill's art, especially those bigger works, up that word-count ante. It would take a library's worth of words here. *—Joe Kress*



Photos: provided by Joe Dzwill

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DENVER'S BUILDS AN EGO TRIP

THIS DOG'LL HUNT!

Bill King called Mondo over at Denver's Choppers after seeing a bike built by Mondo, published in the August 2002 issue of this here rag, and told him he wanted one just like it—only different.

Being the consummate professional, Mondo proceeded to deliver just that.

Aside from being different, there are several other parallels between the above-mentioned bike and this beauty. For one thing, there's Florida, for another, there's a blonde. But enough about that, let's talk about the bike instead.

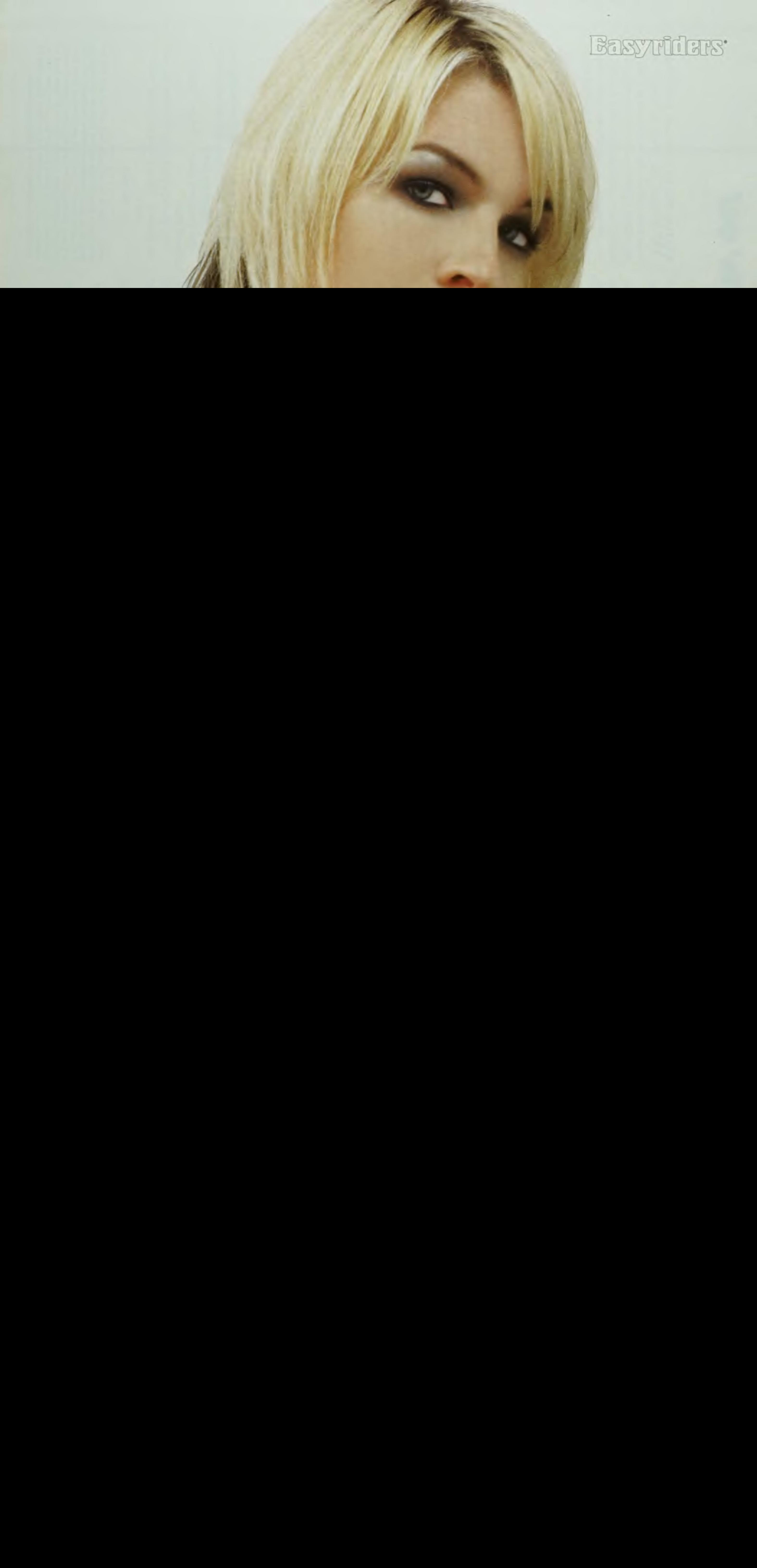
Never having met Bill in person, Mondo said the two of them simply worked out over the phone the details of what Bill envisioned. "He wanted different wheels, a different color, and a few other things changed," Mondo says about how he attacked the project.

Bill, according to Mondo, is in the hardhat diving business. No, he doesn't look for petrified hats the Spanish might have lost centuries ago off Florida's coast; instead, he and his crew do all types of underwater welding repair on ships and such. That's the main reason for the diving helmet you'll discover on the bike's oil tank. Another idiosyncrasy coming to the fore on the back of the bike is the graphic on the fender, where it says "That Dog'll Hunt," a phrase Bill seems to be particularly fond of and something Mondo says "he repeated often when he called to find out about the progress we were making. I guess it's a Southern terminology for 'Okay, everything's looking good,' or 'bitchin', or something like that."

But both of those personal touches are merely surface trappings for what Mondo calls "A redneck's ego trip." That's seems a fairly rude assessment for someone he's never even met, the gentle reader might think at this point. But, ha! There is, of course, a story to go with the moniker. "I had Rock & Roll Paint do the paint job," Mondo explains, "and they took photographs of the wheels and painted them on the side of the gas tanks. And since the wheels are from EgoTripp...."

No need to finish that thought; it's all very clear now. Thematically, EgoTripp Crusader wheels may permeate the bike, but it's the 107-inch TP Engineering motor that gives the chopper its oomph, and it's the Diamond chassis as well as Denver's own, 8-inch-over springer front end that lend the bike its superior style, aided ably by the Climax handlebars and the Samson Street Sweepers. The gas tanks were done by Fat Katz; Scum Bag turned the wrenches, and the fenders were fabbed by Mondo and John Aguilar, who has since been shipped off to Iraq but plans on returning to Denver's after his stint in hell.

All in all, the bike turned out just the way Bill had envisioned it. Mondo then crated it and shipped it off to the swamps of Florida, where a happy redneck...I mean Bill is riding the hell out of it and proudly showing off the fact that his dog will indeed hunt. *—Tripper*


Easyriders

passin' gas

On his first day at a new job, TC attempts to phone an intern. "Bring me up a cup of coffee, pronto," he barks into the phone.

"Do you know who you're talking to?" the voice on the other end of the phone shouts back. "I happen to be the president of this company."

"Nope, didn't know that," says TC. "Do you know who the fuck you're talking to buddy?" he demands in a loud voice.

"No, I don't," replies the prez.

"Well, fuck you, then," TC bellows.

Barbara McFarland
Vacaville, California

Two scooter tramps are sittin' in a bar, tossin' back a few coldies, when in walks a fine hardbelly, wearing a white T-shirt with the word "guess" emblazoned on the front, across her rather large, firm rack.

"Whadda ya think, bro," one tramp says to the other.

"I'd say 38D...."

G. Lowery
Long Beach, California

Hey, bro, have ya heard of this new drug called Ginko Viagra?" Topper asks Mac.

"Nope, what's it for?" replies Mac.

"Well, according to what I heard, it's supposed to help ya remember the name of the chick you're fuckin'."

Nicole Johnson
Central California

Two biker's ol' ladies are hangin' out at the bar one night, discussing their sex lives, when Judy asks Lacy, "So, how are things with you and the ol' man? Is the sex still like it used to be?"

"Well, it's kinda like an unemployment check," replies Lacy.

"An unemployment check? What's that supposed to mean?" asks Judy.

"It means I get a little every couple of weeks, and it's never enough."

Sarah Brack
Sacto, California

When Wild Bill's wife came home Sunday afternoon, she found the kitchen and living room a mess, the laundry still in a pile by the washer and Bill on the couch having done nothing but drink beer and watch football all day. Thoroughly pissed off, she yells, "Watch yourself, mister, or you're going to make me do something I don't want to do!"

"Wow," Wild Bill mumbled, "I can't believe I'm gonna get a blowjob outta this!"

Rocker
Sunny, Florida

Dirty Don was back in court, this time he was up on charges of bigamy. The judged looked at the docket and said, "Good lord, man! I see here, you're charged with being married to five women at the same time. Did you know we have laws against bigamy in this state?"

"Hey, judge, gimme a break," Don replied. "I was jes' trying to find me a good one."

Fast Willy
Simi Valley, California

One day Jenny asks her ol' man, "Honey, do you love me for real, or is it just because my daddy died and left me a fortune?"

"Nah, baby, that ain't it," Mike says. "I'd love ya no matter who left ya a fortune."

Rick Halsell
Austin, Texas

The lifeguard at a public swimming pool goes over to Filthy Phil and asks that he stop peeing in the water.

"But everybody pisses in the pool sometime," objects Phil.

"Yes, you're probably right about that, sir," says the lifeguard. "Just not from the diving board."

Nikky
On the road

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Bill King
State: ....Florida

General

Fabrication: ....Jerry Aguilar
Year and make: ......'03 Special Construction
Model: ......Denver's Pro-Street
Assembly: ......John (Scumbag)
Time: ....6 months
Chroming:..........................APS

Engine

Year/model: ....2003 TP Engineering
Rebuilder: ....TP Engineering
Ignition: ....Crane HI-4
Displacement: ....107 cubic inches
Lower end: ....S&S
Balancing: ....TP Engineering
Pistons: ....TP Engineering
Cases: ....TP Engineering
Heads:..............TP Engineering
Cam: ....TP Engineering
Lifters: ....TP Engineering
Carb(s): ....Mikuni
Air cleaner: ....same
Pipes: ....Sampson
Mufflers:............................none

Transmission

Year: ....2003 Baker
Modifications: ....polished
Shifting: 6-speed
Engine sprocket: ....belt
Trans sprocket: ....belt
Wheel sprocket: ....belt

Paint

Molding: ..Rock & Roll Custom Paintworks
Painter: ....Rock & Roll
Color:..............................purple
Type: ....House of Kolor
Special paint:..............graphics

Frame

Year:.................................2003
Builder: ....Diamond
Type: ....hidden-shock
Rake: ....36 degrees
Stretch: ....5.5 inches in backbone

Accessories

Bars: ....Climax
Risers: ....integrated
Handlebar controls: ......built in
Fender(s):....................Denver's
Headlight: ....Headwinds
Taillight: ....Yaffe
Speedo: ....Dakota
Front Pegs: ....Performance Machine
Rear Pegs: ....Performance Machine
Gas tank: ....Fat Katz
Oil tank:......................Diamond
Oil system: ....S&S
Primary cover:Harley-Davidson
Seat: ....Denver's
Mirrors:........................Pro-One
Grips: ....Küryakyn

Forks

Type: ....wide springer
Extension: ....8 inches
Builder: ....Denver's

Wheels

Front

Size: ....21 inches
Hub: ....EgoTripp
Tire: ....Avon
Brake:....Performance Machine

Rear

Size: ....18 inches
Hub: ....EgoTripp
Tire: ....Avon
Brake:....Performance Machine

Photos: ....Ken Ross

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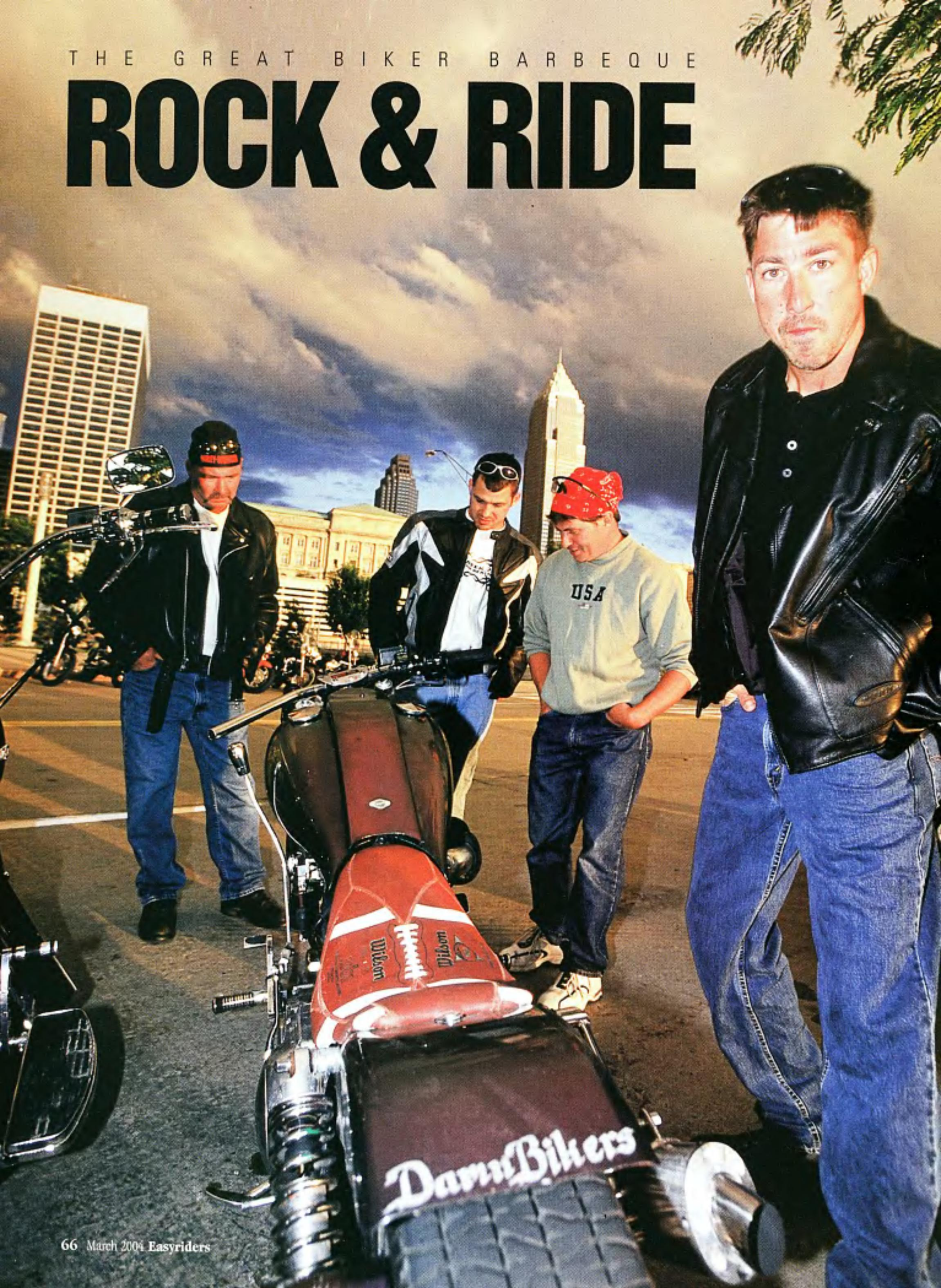
EZ

THE GREAT BIKER BARBEQUE

ROCK & RIDE



The Rock & Roll Hall of Fame in Cleveland, Ohio, and Miller Lite hosted a great little event called the Great Biker Barbeque on July 11th. The day of fun, food and great music coincided with the Cleveland Harbor Fest, which showcased 17 tall sailing ships from around the world.

The Rock & Roll Hall of Fame sits on the Cleveland Harbor along with the famous Cleveland Browns Stadium and the Great Lakes Science Museum. Temperatures were around 75 to 80 degrees with just a few sprinkles of rain but not enough to get the ground wet. Harleys roared in from all over the state and the crowd of 500 riders ran the gamut from young to old and from outlaws to yuppie-types.

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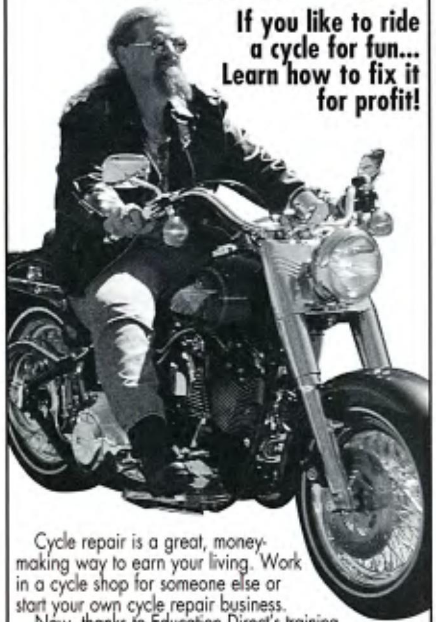

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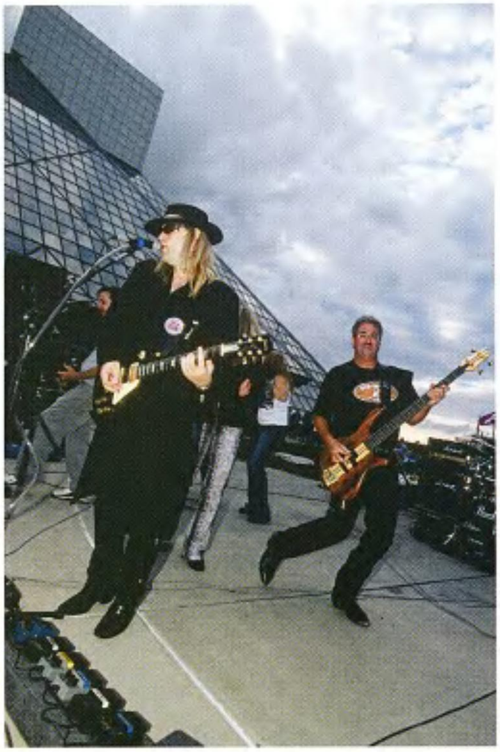
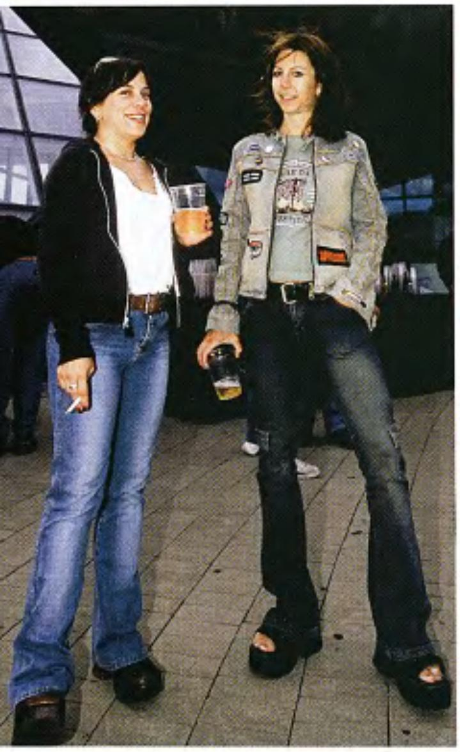




The Hall of Fame proudly presented a free concert by The Rock & Roll All Stars Band. The All Stars rocked the house thanks to vocalist Perry Johnson, Mike Raines on drums, Bob Figoli on bass, and Tony Martin on lead guitar.

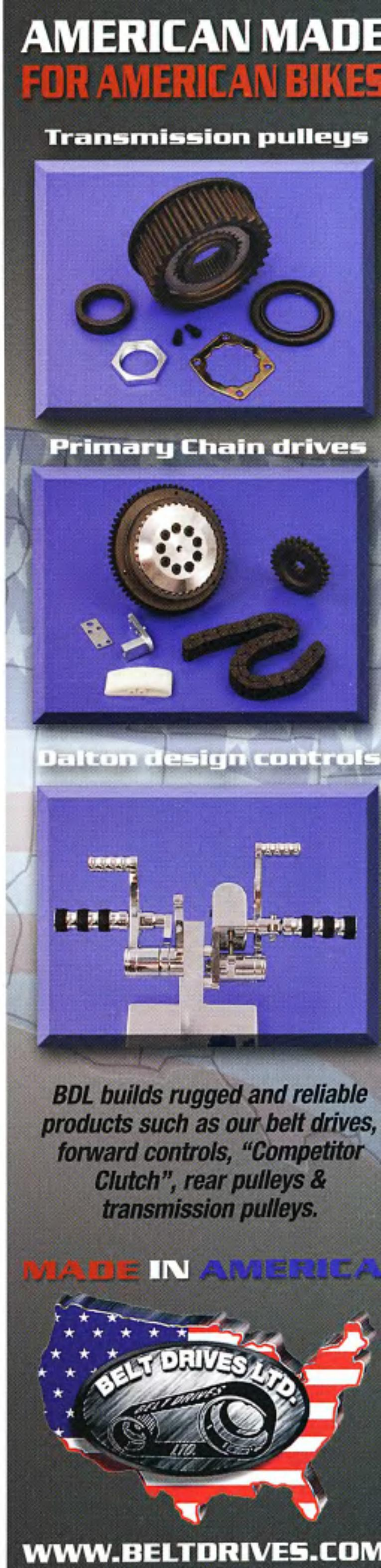
Motorcycles got preferred parking and you could buy tickets for the alcoholic beverages of your choice. Besides tasty BBQ there was a slew of different food and also plenty of chow over at the Harbor Fest which was just a short walk towards the Lake.

The sunset over Lake Erie was nothing short of spectacular and as the sky grew dark participating Ohio Harley-Davidson dealers raffled of a brand new Fat Boy. They also brought along new bikes for the crowd to ogle.

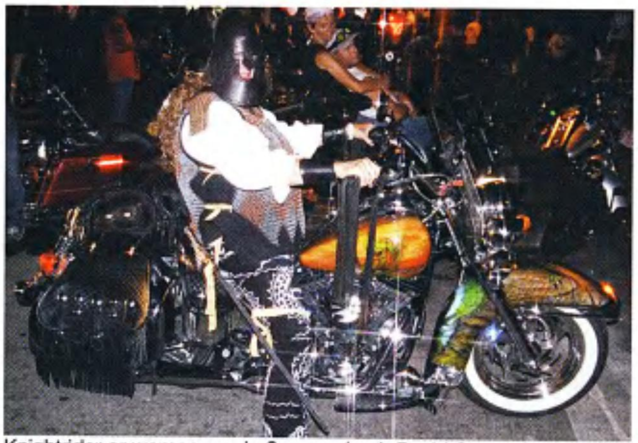
All in all, a great time was had by all. For information about the Rock & Roll Hall of Fame call 216-515-1503.

—Glenn B. Dettman

Photos: Glenn B. Dettman



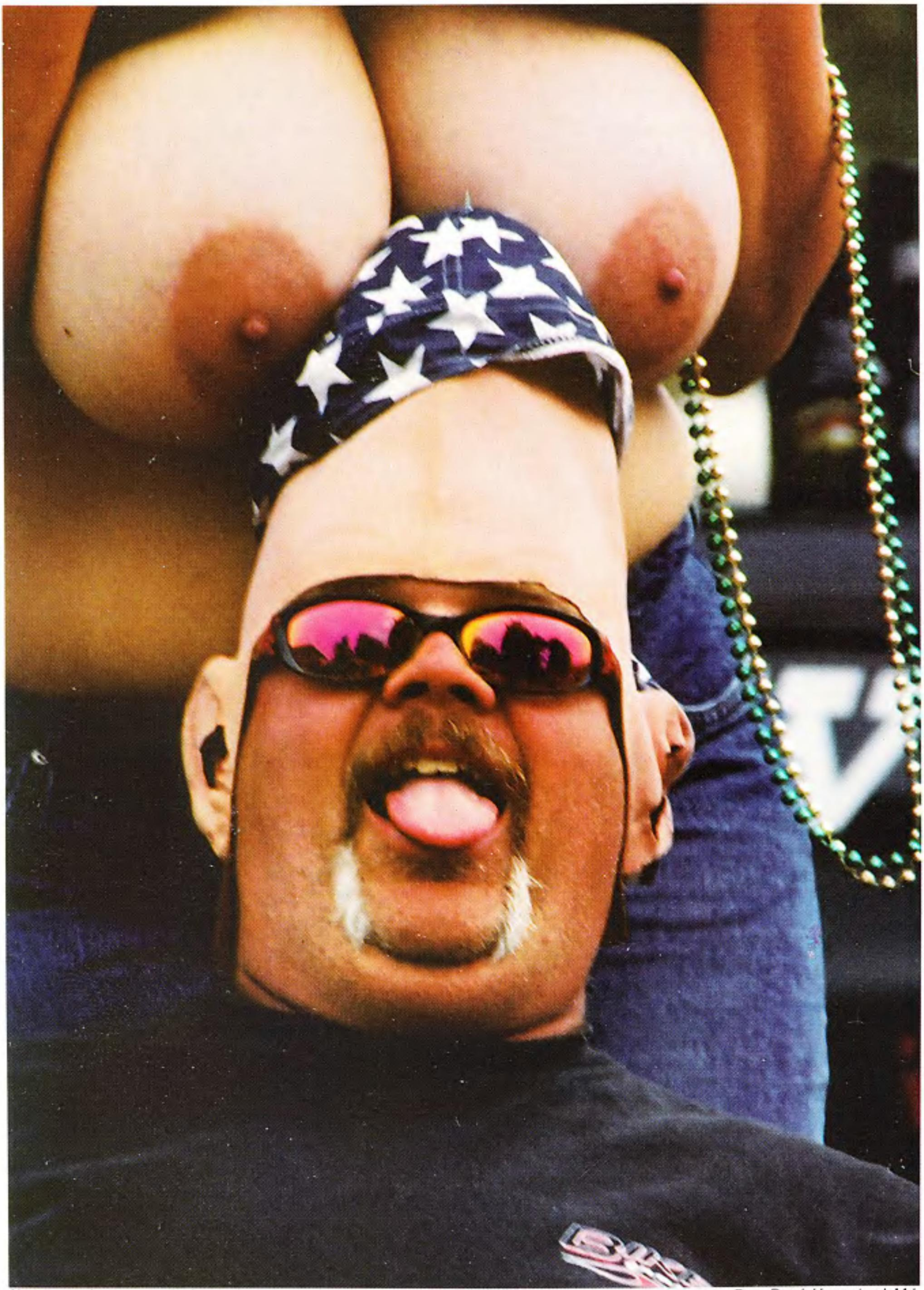
Burnout king of Easyriders Chillicothe Rodeo. —*Wildman, Freeport, Ohio*



Knightrider or woman warrior? —*Loch David Crane, Sturgis Rally*

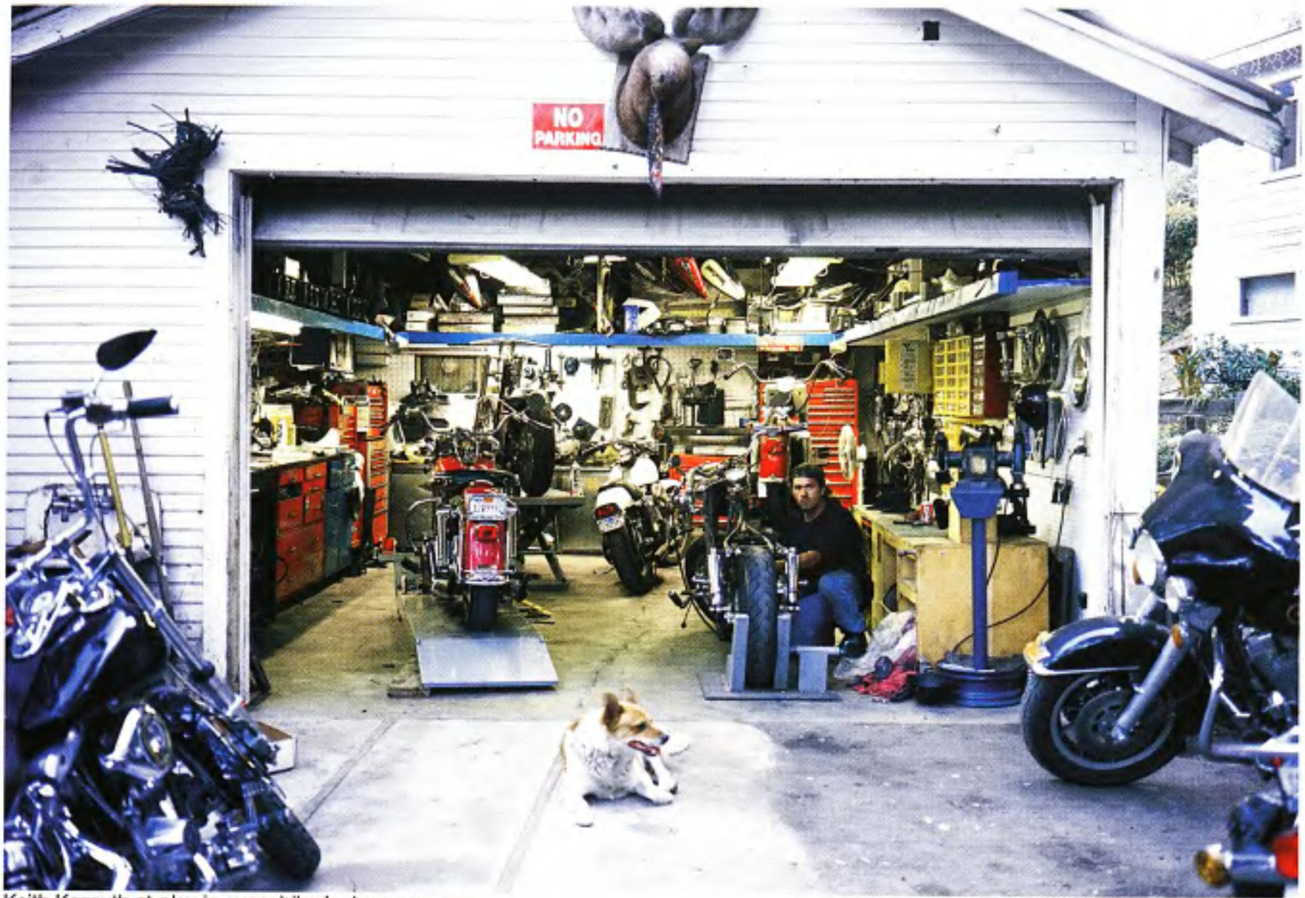
You'd smile too with her on your lap. —*D.J. Bray, Buffalo, N.Y.*

Erika, showin' class. —*Easy Vern, Big Louie's, St. Robert, Mo.*

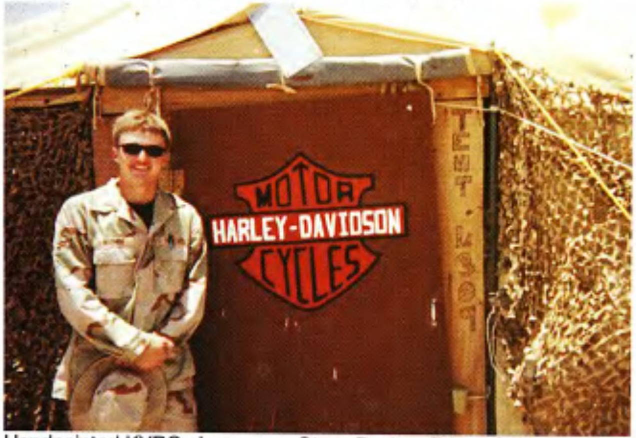


Always use dome protection!

—Dave Reed, Hampstead, Md.



Keith Kossuth at play in every biker's dream garage. *—Buck Lovell, Whittier, Calif.*



Handpainted KYBO class. *—Steve Bacher, Prince Sultan Air Base*

A bawdy wench. *—Mary Lynn Rowe, Vicksburg, Mich.*

Ridin' family at MRF Best of West. *—Tim O'Connor, Denver, Colo.*

It's Miller time at Sturgis. *—Mardi Jorgensen, Stanwood, Wash.*

Ridin' free (and sidesaddle at 80mph), in the Cowboy State. *—Bill Libby, Green River, Wyo.*

All over tan at HogRock Run. *—Ron Sanderson, Cave-In-Rock, Ill.*

Stylin'. *—Kim G., Waikiki Beach, Oahu, Hawaii*

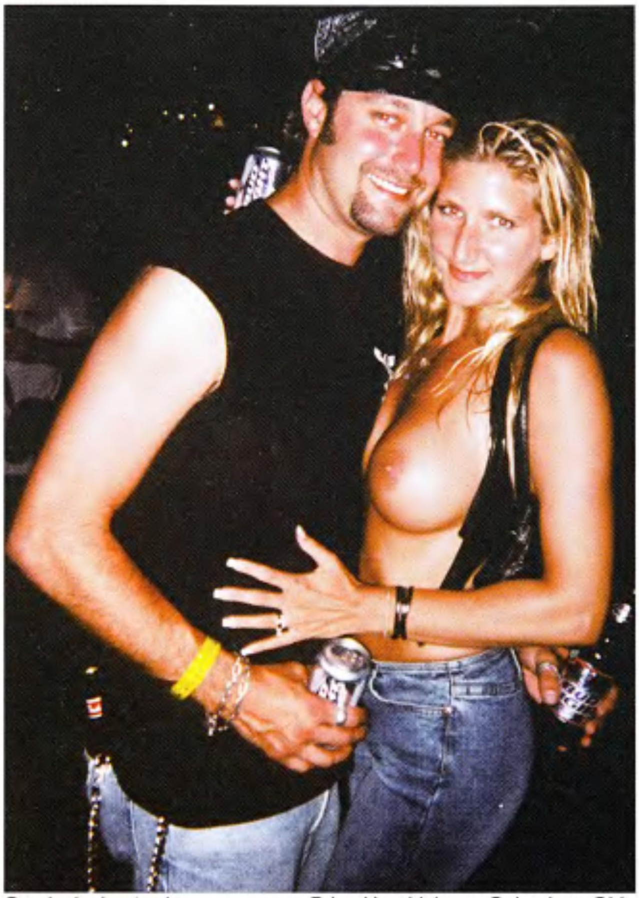
Home on wheels. *—Glen Dettmann, Clinton, Ohio*

Usual suspects at Toops' Party. *—Bill Cromwell, Westminster, Md.*

Six pack o' milkers at Thunder In The Sand, Labor Day 2003. —*Stripe, Conesville, Iowa*

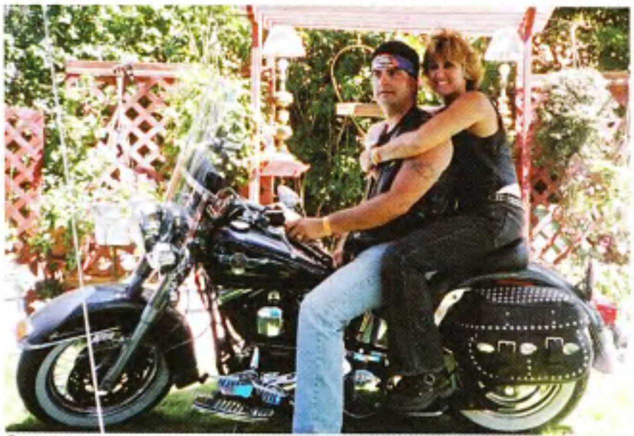
Righteous rigid rider, Butcher, shown cruisin' in style—lid-free. —*Joe Dell, Bernville, Pa.*

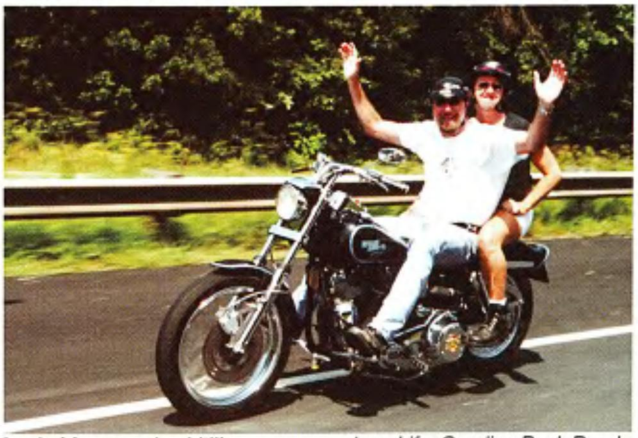
Blowout boob alert! *—Steve Perry, Gulfport, Miss.*

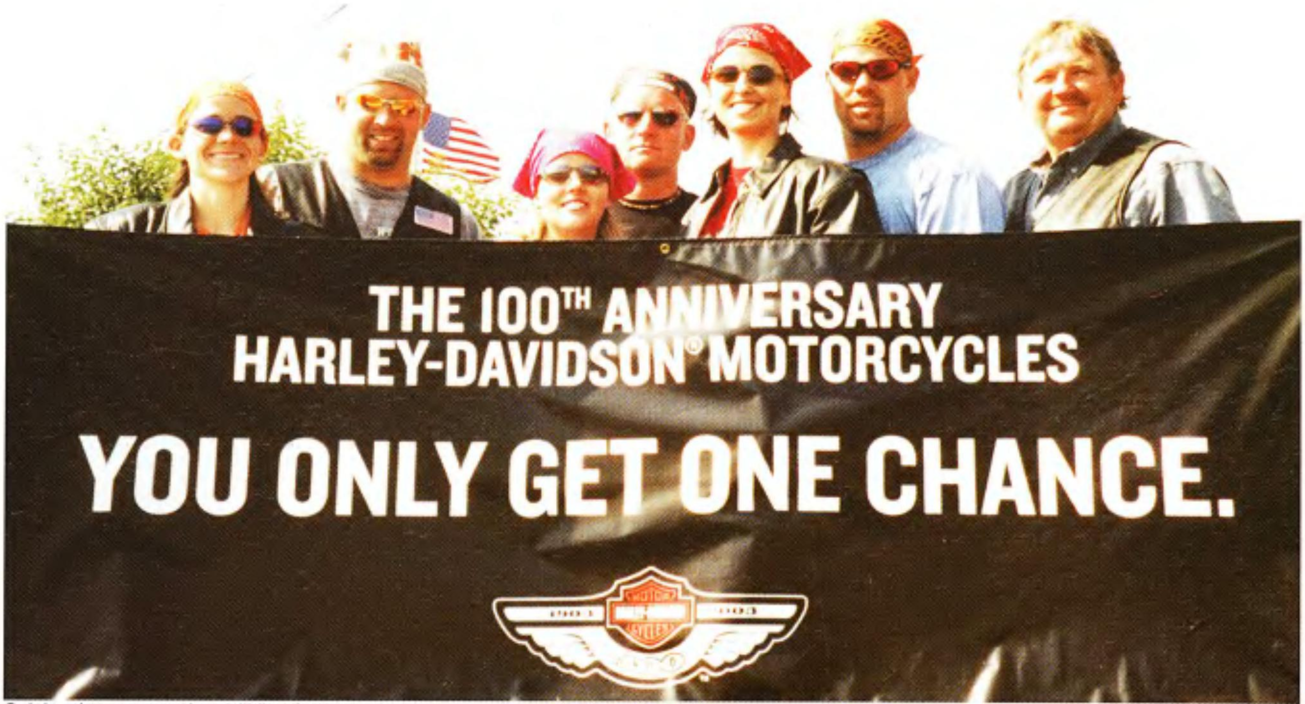

One lucky bastard. *—Brian Hendrickson, Columbus, Ohio*

Pussy on a Hog. *—Gale and John Bell, Georgetown, Mass.*

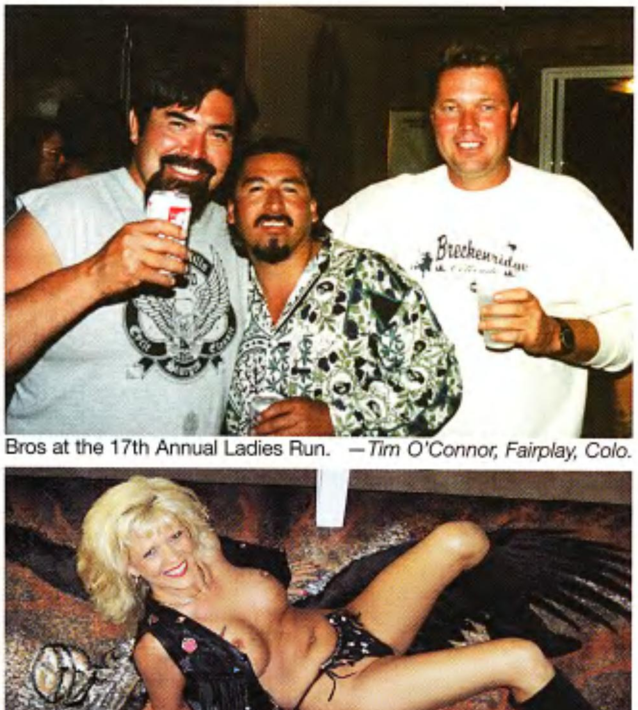
Rubba-dub-dub, two babes in a… *—John Mooney, Brunswick, Ohio*


Sturgis nuptials: 8/5/03. *—Brian and Debbie Buxton, Springfield, Ohio*

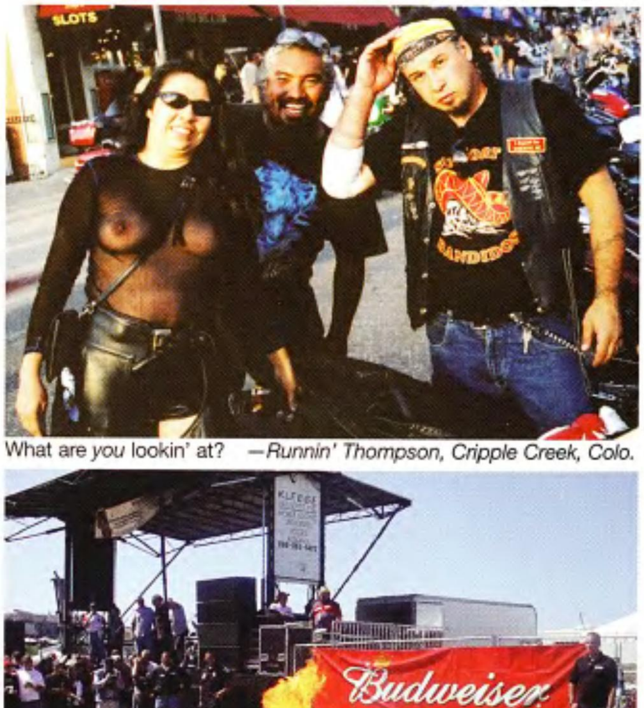

Look, Ma, no…oh, shit!!! *—Low Life, Carolina Back Roads*



Celebrating a party that will live forever. —*Russ Kerstetter, On the road to Milwaukee from Shawnee, Kan.*



Bros at the 17th Annual Ladies Run. —*Tim O'Connor, Fairplay, Colo.*



What are *you* lookin' at? —*Runnin' Thompson, Cripple Creek, Colo.*

Ann looking mighty inviting. —*Terry Williams, Perry, Ga.*

Beach Ride 11—Yaffe's dragon! —*Sherry Hinkle, Long Beach, Calif.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

DINER
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KENDALL JOHNSON BUILDS A LIP SMACKER

At times, his wife rides their Yamaha R1, but when his friends first saw Jamie Yontz's new Kendall Johnson Customs scoot, all they could think of was running it alongside the Yamaha R1 to see if it could keep up. Actually, the R1 has its plate full trying to stay along side Jamie's KJC bike.

Retainer of bragging rights, Jamie said, "Sometimes you just get a kick out of all the stupid shit some people say to prove how much of a dumbass they can be." Hell yes, it's fast! Needless to say, Kendall stretched the capabilities of Jamie's 113-inch S&S engine just past the edge of wetness to give him one hell of a neck-snappin', knee-jerkin', leg-wettin', titty-twistin', quick-acceleratin' ride.

The famous Killer Klown Performance treatment that Kendall and the gang gave this motor really has it pulling hard. So hard that it not only out runs his R1 to a point, but it recently whipped out 136 ponies on the dyno. This from a 113-inch S&S motor on pump gas without any power adders like nitrous or blowers.

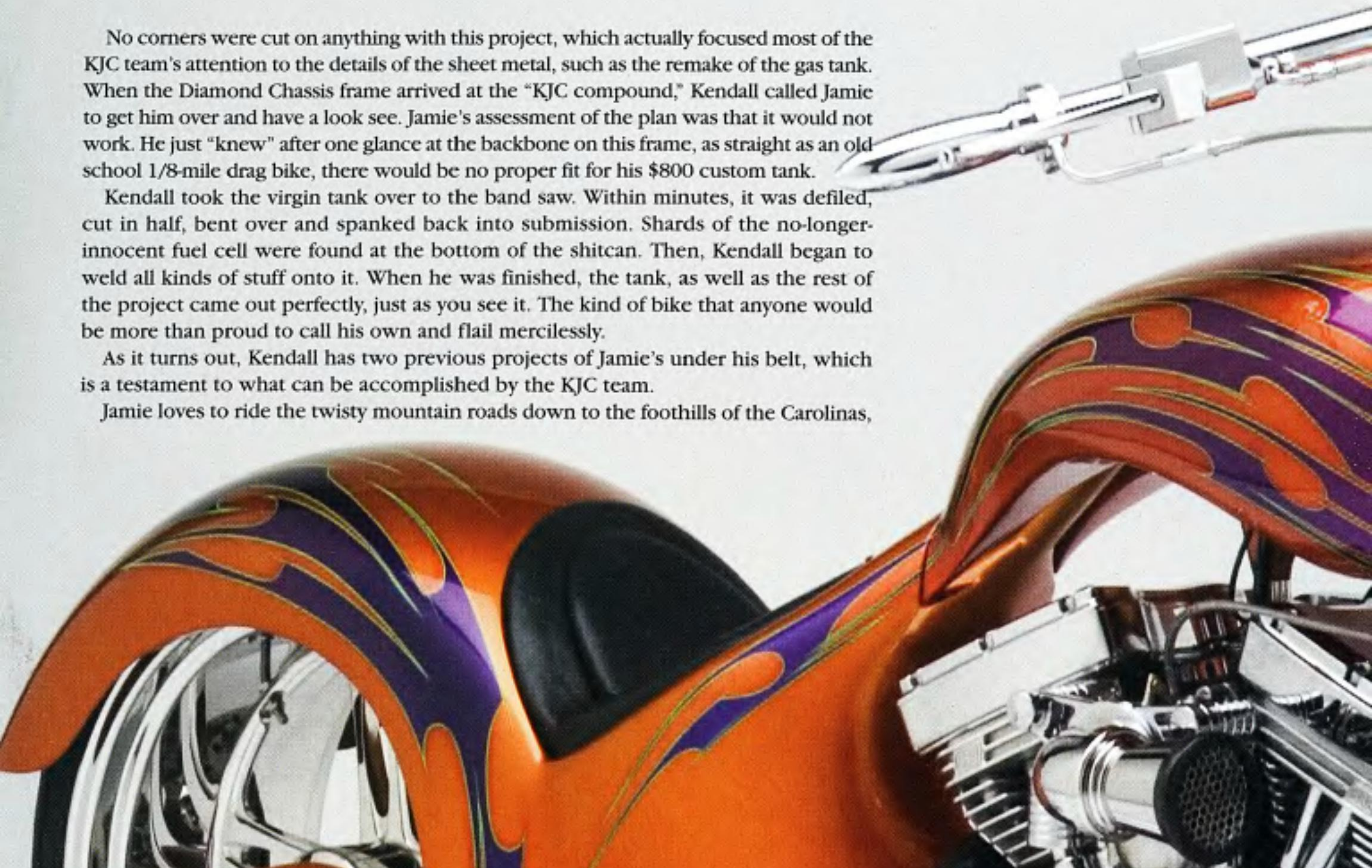
Tang-wich!

No corners were cut on anything with this project, which actually focused most of the KJC team's attention to the details of the sheet metal, such as the remake of the gas tank. When the Diamond Chassis frame arrived at the "KJC compound," Kendall called Jamie to get him over and have a look see. Jamie's assessment of the plan was that it would not work. He just "knew" after one glance at the backbone on this frame, as straight as an old school 1/8-mile drag bike, there would be no proper fit for his $800 custom tank.

Kendall took the virgin tank over to the band saw. Within minutes, it was defiled, cut in half, bent over and spanked back into submission. Shards of the no-longer-innocent fuel cell were found at the bottom of the shitcan. Then, Kendall began to weld all kinds of stuff onto it. When he was finished, the tank, as well as the rest of the project came out perfectly, just as you see it. The kind of bike that anyone would be more than proud to call his own and flail mercilessly.

As it turns out, Kendall has two previous projects of Jamie's under his belt, which is a testament to what can be accomplished by the KJC team.

Jamie loves to ride the twisty mountain roads down to the foothills of the Carolinas,

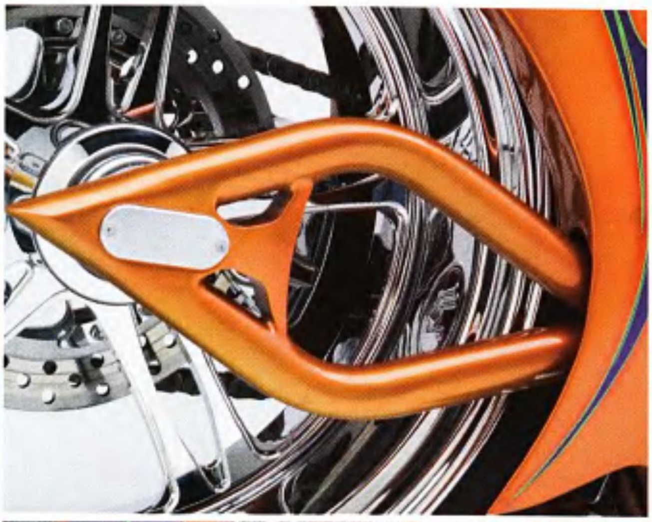


and he rides to the Daytona, Laconia and Myrtle Beach rallies, but the most special ride for him yet was at last year's Camel Ride during the Sturgis Rally and Races.

Carving along the curves of Spearfish Canyon on his tangy-sweet KJC custom was awesome, but the people Jamie met on that ride is what made it unforgettable.

Because you deserve only the best, we've captured Jamie's bike in all of it's shimmerin' tangerine sheen thanks to Michael Lichter's magic eyes. As great as it looks here on the pages of *Easyriders*, you won't believe your eyes, if you can get Jamie to roll by slow enough for you to check out the genuine article.

If you think there might be a Kendall Johnson Custom in your future, call 336-771-4222, or visit www.kendalljohnsoncustoms.com. —*Jeff Moore*



Owner: ....Jamie Yontz
City: ....Walnut Cove, North Carolina

General

Fabrication: ....Kendall Johnson Customs
Year/make: ....2002 Kendall Johnson Custom
Model: ....Special Construction
Assembly: ....Kendall Johnson Customs
Time: ....4 months
Chroming: ....none

Engine

Year: ....2002 S&S
Rebuilder: ....KJC
Displacement:......113 cubic inches
Cam: ....S&S
Carb: ....S&S Super G Shorty
Pipes: ....Rehabs by Grumpy's

Transmission

Year/make: ....2002 Baker 6-speed

Painting

Molding: ....Andy Sawyer
Painter: ....Andy Sawyer
Color: ....tangerine
Type: ....House of Kolor
Special paint: ....Image Factory

Frame

Year/make: ....2001 Diamond Chassis
Type: ....hidden-shock
Rake: ....42 degrees
Stretch: ....3 inches
Shocks: ....Legend Air Ride

Accessories

Handlebars: ....Arlen Ness
Handlebar controls: ......Arlen Ness
Fenders: ....Fat Katz/KJC
Headlight: ....Arlen Ness
Taillight: ....Arlen Ness
Pegs: ....Arlen Ness
Foot controls: ....Arlen Ness
Gas tank: ....KJC
Oil tank: ....Diamond Chassis
Electrics: ....KJC
Seat: ....Hot Tails
Mirrors: ....none
Grips: ....Arlen Ness

Front end

Type: ....Arlen Ness Torpedo
Builder: ....KJC

Wheels

Make: ....Performance Machine
Size: ....21-inch front, 18-inch rear
Tires: ....Avon
Brakes: ....Performance Machine
Photos: ....Michael Lichter

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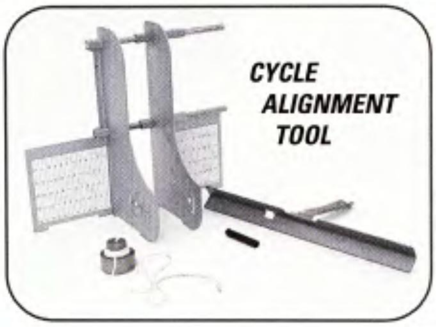

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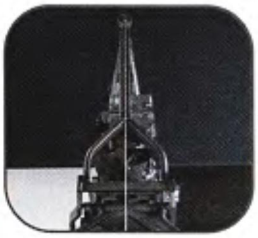

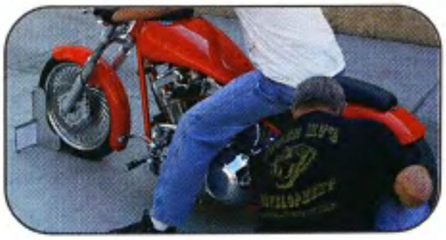

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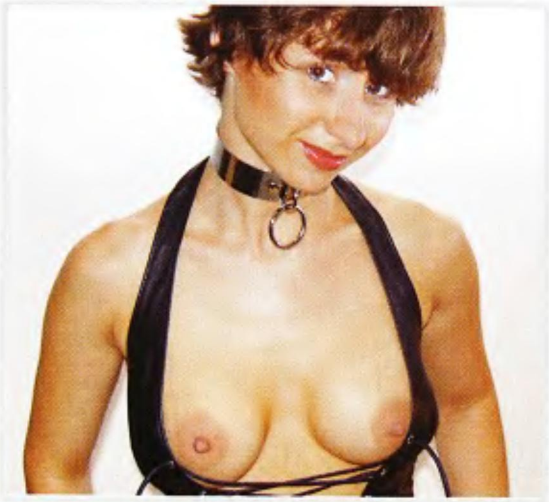
FoxHunt

Meet October's Winner

They don't call Missouri the "Show Me" state for nothing! Your October Fox Hunt winner, Tina Renee, is living proof of that. Hailing from the Springfield area, good ol' Tina here will be more than happy to show ya just about anything...if ya ask her nicely. But don't be surprised if she also shows your friends, relatives, neighbors and anyone else in the viewing vicinity. She's a giver that way. Ask her the wrong way and she'll likely put ya in a hammer lock and body slam ya to the floor—seein' as how she makes a living wrestling. That's right...wrestling. I'm sure she does other things as well, but that's what caught my eye and I'm stickin' with it! Maybe you could ask her for the "scissor lock across the ears" hold! Check her out on Page 98, as Aaron Stevenson pinned her to Todd Kirkland's Special Construction by using the "stop movin' so I can take yer picture" hold.

—Stu Pidass



Sloane North Carolina

#0301

"It was the first day of spring along the Blue Ridge Parkway. Nothing can compare to the wind in my hair and the sun on my face."

Jessica Utah

#0302

"my first time was like my...first time. It started out looking like it would be a lot of fun, then it was real fast...and over way too soon."

Davina Texas

#0303

"My first ride was the most exciting feeling I've ever felt...besides having an orgasm."

Melinda Nebraska

#0304

"My first ride was on a Sporty without a P-pad. I tied my vest to the fender and wrapped my legs around him."

Kerry California

#0305

"My first ride was on the front of my Dad's Harley on the way to kindergarten. Ever since I was five I've wanted my own bike, but I'm just as happy on the back."

Lisa New Hampshire

#0306

"My first ride on a Harley wasn't nearly as good as it is now; guess you learn more as time goes on. Like sitting in traffic, revving it to the right 'vibe.'"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #369 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes February 1, 2004. The voting deadline for this month's crop of cuties is February 29, 2004. We'll announce the winner in the July 2004 issue.

Here she is folks, your November 2003 monthly Fox Hunt winner, Nikki, Number 1104 from Colorado Springs, Colorado. Come back next month and see a lot more of this 100% slacker! [*her words*]

369

FOX HUNT
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Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
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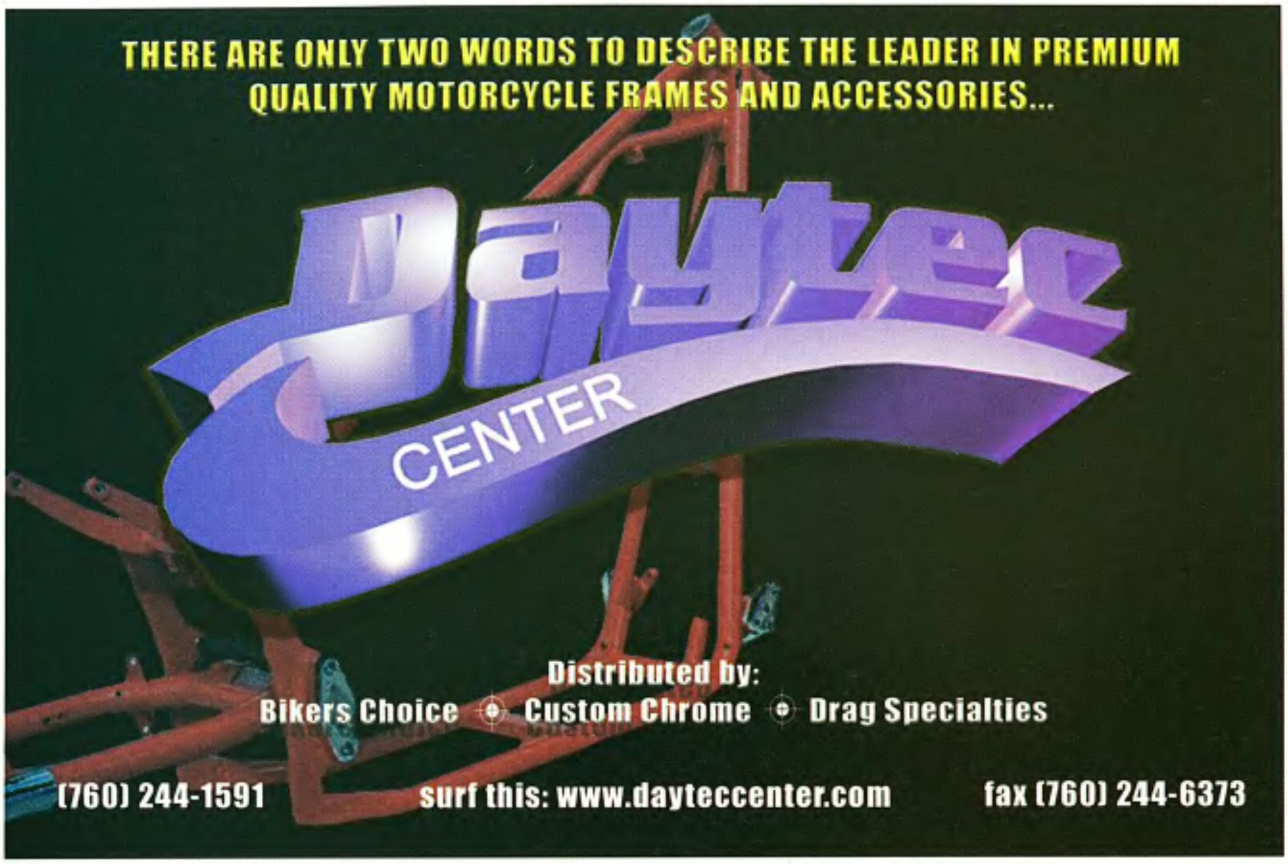
Date of Birth ________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City ____________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.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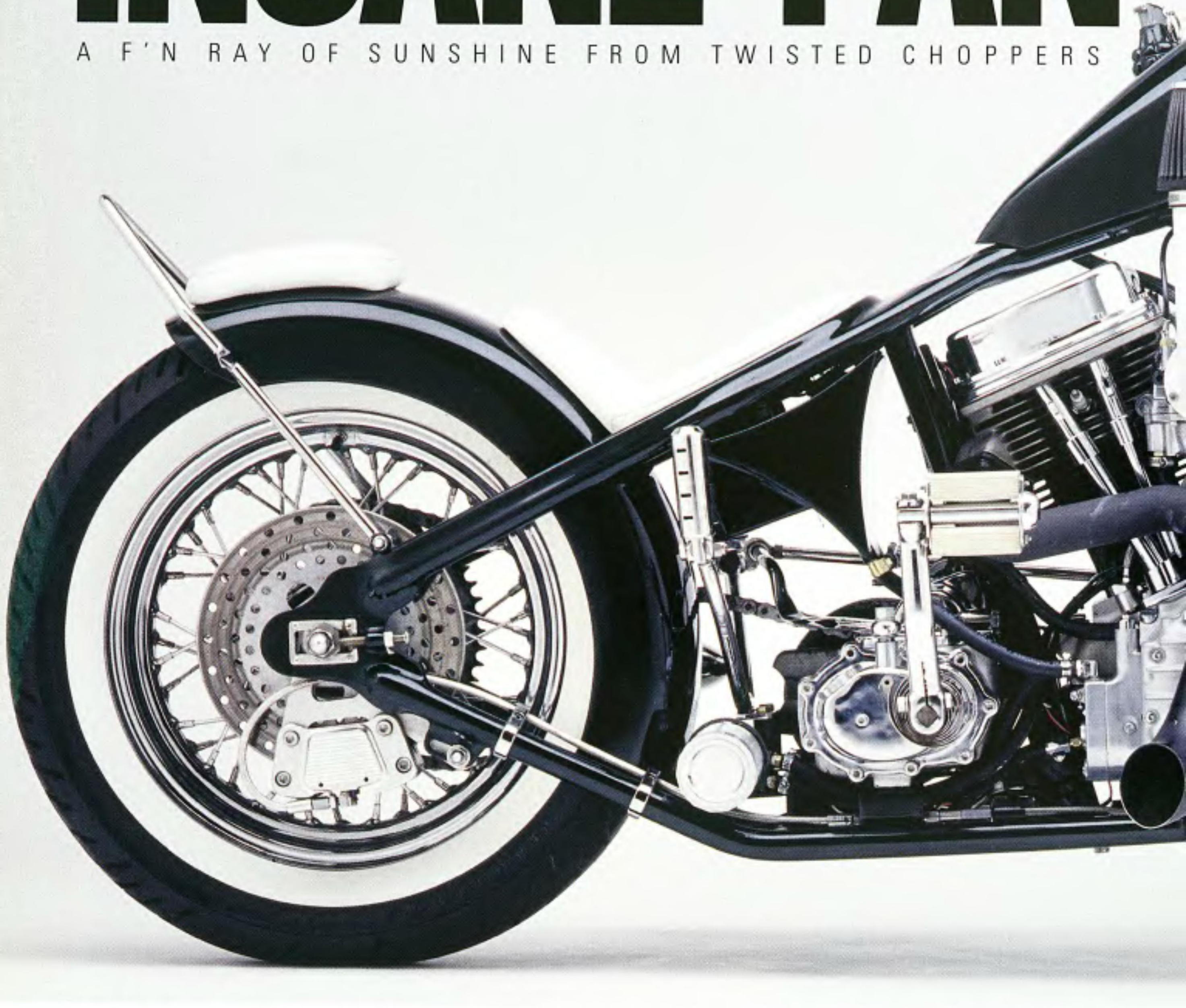
INSANE PAN

A F'N RAY OF SUNSHINE FROM TWISTED CHOPPERS



This bike takes us back to the old days. The days when bikes didn't come from the showroom floor, they came from the imaginations of their builders, parts scavenged from bins and boxes at the swap meet, and trades between friends. Chris Gribble is a long-time friend of Twisted Choppers owners Kai Morrison and Jason Kangas; he goes back with them to grade school in their hometown of Watertown, South Dakota.

While Chris has a real job inspecting trucks and heavy equipment, in his spare time he helps Kai and Jason around the shop, as well as screening all the T-shirts and apparel they make for promotion. This is Chris' first bike, he's had it for three years, but it is the second time it has been together.

It all began with a second- or third-hand Smith Brothers and Fetrow girder front end that Chris picked up at the swap meet for $100. He had it re-chromed, and subsequently built the bike around it. Dinosaurs like us who started riding in the '70s find it hard to think of something built in those days as vintage, but to young guys like Chris, Kai and Jason, it was downright retro.

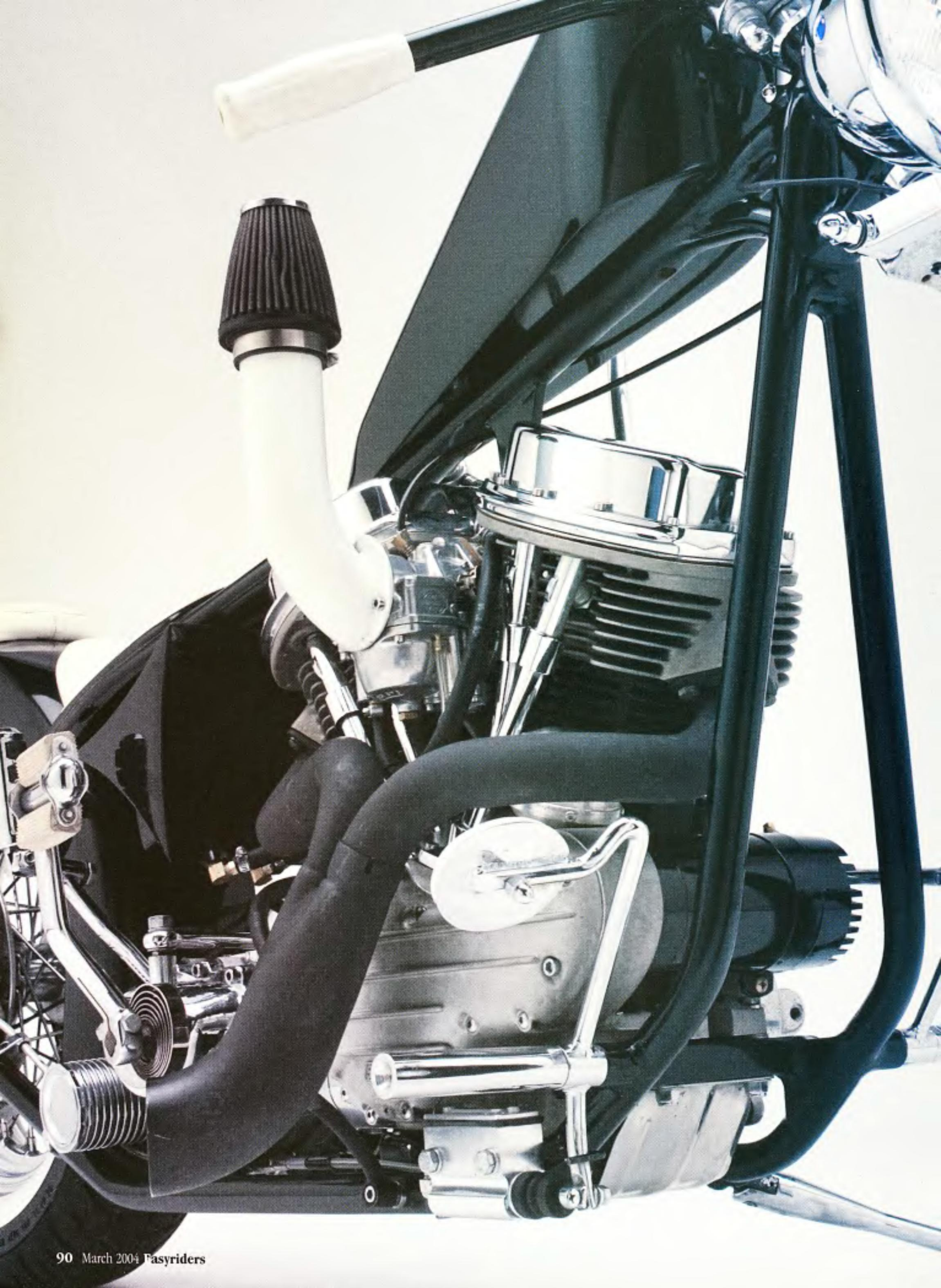
The frame is a rigid Paughco unit that they did little to, except for the addition of some brackets. They hand-built the sissybar and fabricated the forward controls and handlebars. The oil tank was something that was fabbed up in the shop early on and relegated to a dusty corner until Chris found it and fell in love with it. The gas tank is also a Twisted Choppers item.

The unusual headlight mounting started out as a joke. Kai got tired of moving the bike around the shop, with the headlight hanging off the front end by its wiring. He stuck a bolt in it, and mounted it off the side of the girder. As it sat around the shop they kind of grew accustomed to seeing it like that, and left it that way.

Chris started off looking for an original pan or knuckle motor for his ride, but they are pretty pricey in these parts, except for a junker that he would have had to throw a lot of money at. He swung a good deal on an 88-inch RevTech retro Pandemonium motor and is very happy with it. It delivers all the horsepower that a little bike like this needs, at a bargain price. Twisted Choppers manufactures those headers as part of their product line. The guys say that the bike sounds mighty obnoxious when it's fired up. One day Chris fired up the bike on his parent's farm and started the lawn on fire.

The Chrome Horse 4-speed kicker transmission is another rock solid item he incorporated into the bike. Kai and Jason regard Chris as the trendsetter in their crowd, he was the first of the guys to go with a suicide clutch and hand-shift setup. Now almost all the bikes Twisted Choppers builds sport them.

From all indications Chris rides the hell out of this bike. As of this writing it is 15 degrees in Sioux Falls, South Dakota, and the bike is sitting in the shop, but we're told the rear tire is worn to the cord already from the burnouts and other tom-foolery that Chris puts it through.



In this over-hyped television world of choppers, where most everyone believes you have to be a drug lord or gajillionaire to own and ride a custom bike, Twisted Choppers creations are a fuckin' ray of sunshine. They evoke a heady nostalgia for what we remember as the "good old days."

If you'd like to get a little twisted, give these fellers a call at 605-498-0105 or visit www.twistedchoppers.com

—Kit Maira

The guys refer to the sturdy pan as the "little wheely machine from hell."

We like these young guys, probably because their bikes are honest. They take us back to the days of our roots when motorcycles were cheap, dangerous and fun. Minimalist bikes like Chris' are a nice throwback from the present where the emphasis of some builders, and the motorcycling masses, is all too often focused on money, hoohaw and excess.

Owner: ....Chris Gribble
City: ......Sioux Falls, South Dakota

General

Fabrication:........Twisted Choppers
Year/make: ....2002 custom
Model: ....Insane Pan
Assembly: ....Twisted Choppers
Time:...............................6 months
Chroming:............Bo-Decor Plating

Engine

Year:.......................................2002
Model: ....pan
Builder:.............................RevTech
Displacement: ....88 inches
Cam:.................................RevTech
Carb: ....S&S
Air cleaner: ....Goodson
Ignition: ....Mallory
Pipes: ....Twisted Chopppers

Transmission

Make: ....Chrome Horse
Year:.......................................2000
Shifting:................suicide side shift

Painting

Molding: ....Twisted Chopppers
Painter: ....Twisted Chopppers
Color: ....polo green
Type:.......................................PPG
Special paint: ....prismatic

Frame

Maker: ....Paughco
Type: ....rigid
Rake: ....34 degrees
Stretch: ....none

Accessories

Handlebars: ....Twisted Chopppers
Fender: ....Russ Wernimont
Headlight:..........................cheapo
Taillight: ....bullet
Speedo: ....none
Pegs:...............Twisted Chopppers
Electrics: ....Twisted Chopppers
Foot controls: ..Twisted Chopppers
Gas tank: ....Twisted Chopppers
Oil tank: ....Twisted Chopppers
Oil system: ....stock
Seat: Souix Falls Auto Trim, ostrich
Mirrors: ....Custom Chrome
Grips: ....vintage

Front end

Type: ....girder
Extension: ....unknown
Builder: ....Smith Brothers and Fetrow

Wheels

Front

Size:...................................21-inch
Hub:....................spool, swap meet
Rim Width:.......................2.5 inches
Tires: ....Avon
Brakes: ....I wish

Rear

Size:...................................16-inch
Hub: ....swap meet
Rim Width: ....5 inches
Tires: ....Avon
Brakes:....................................GMA

Photos: ....Michael Lichter

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HORN 12.84 up
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FLT-FXR MOTOR MOUNT 19.54 up
BARE BONES SEAT 99.83 up
WHEEL PULLEY 143.94 up
GENERATORS BLACK 99.78 CHROME 124.40
FRAME COVERS 27.54 up
CABLE CLAMPS 6.94 up
COIL COVERS 7.87 up
CHAIN DRIVE PRIMARY KITS 753.59 up
PRO CLUTCH 394.84 up
CHROME AXLE KITS 23.99 up
TAPPET BLOCKS SHOV 81.33 up EVO 97.94 up BILLET 181.24 up
3" BELT DRIVE KIT 1125.47 up
ROD SETS 131.16 up
BRAKE TEE 8.76 up
M/CYLINDER 34.89 up
CALIPERS 112.64 up
FLOOR BOARDS 31.20 up
FXST PIVOT BOLT COVERS 7.78 up
AXLE COVERS 6.51 up
TRANS. ADJUSTER 17.62 up
TRANS. MOUNT PLATE 11.03 up
STARTER MOTORS BLACK 106.66 CHROME 116.46
FRT FENDERS 23.46 up
TIRES C-SHIN 24.49 up KENDA 38.45 up MAXIS 40.37 up AVON 54.94 up
BREATHER GEARS STOCK 39.94 up S&S 44.83 up
IGNITION SWITCH 16.60 up
RAIL GRIPS 13.66 up
HEADLAMP ASSY. 85.46
THROTTLE 7.82 WITH GRIPS 13.56 up
REAR FENDERS STEEL 18.94 up STRUTLESS 178.36
ANTI-VIBE PEGS w/HEEL STIRRUPS 48.84 up
LIGHT HOUSING 101.76
POINTS CONVERSION KIT 28.26up
CHROME BILLET LOWER LEGS 312.94 pr.
H-BARS 14.93 up
FENDER STRUTS 43.59 pr. up
FAT BARS 68.54 up
T-BARS 49.94 up
MIRROR CLAMP 6.60 up
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AXLE PLATES 11.62 up
FORK TUBES 62.03 up
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KICK PEDAL BLACK 6.49 up RAIL 16.04 up
CHAPS 49.94 up
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BILLET MASTER CYLINDER 85.05 up
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280/35 R 18
ME 880

METZELER'S MIGHTY 280 TIRE

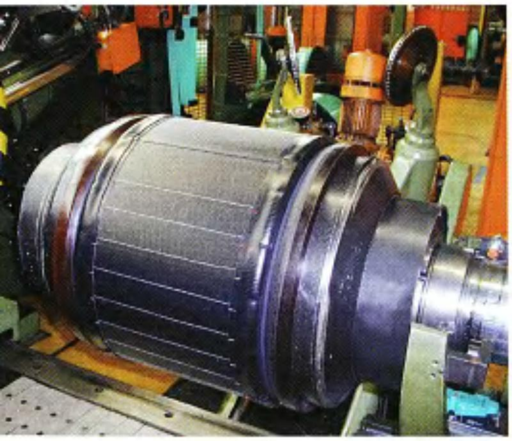
Since big, fat rear tires are the thing right now we thought you might like to get the inside scoop on Metzeler's massive 280 tire, the 880 Marathon XXL. Metzeler employs such technological advances as segmented molding and their patented 0% steel-belted radial construction to build what is currently the world's biggest rear tire for custom bikes (Avon has a 300 on the way). The Munich, Germany-based Metzeler has been around for 111 years and that's a long time to be making tires. You can bet that means that this 280 monster works as good as it looks.

Metzeler told us that they decided to produce the ME 880 in response to huge demand from custom bike builders and riders. One look at this wide wonder and most riders would think it couldn't possibly handle well, but the 280/35R-18 actually delievers excellent road performance. The carcass features an extremely lightweight nylon radial construction with zero-degree steel belt. This design provides excellent shock absorption and outstanding resistance to centrifugal force for added dimensional stability. This technology reduces and evenly distributes heat buildup. The advantages for the rider include excellent stability at all speeds and high mileage.

The computer-designed tread pattern with staggered centerline grooves combined with high silica compound offers superior grip both in wet and dry conditions, smooth rolling characteristics and highly effective transfer of braking force.

This tire's dimensional stability is more than an important safety factor—it also contributes to custom bike styling. Ya' see, with the new 280 XXL, custom bike builders can mount the rear fender extremely close to the tire without having to worry about contact due to tire deformation under centrifugal forces. In layman's terms, that means this tire doesn't grow vertically when you're jammin' down the road and rub the rear fender like other brands.

The ME 880 Marathon 280/35 R will be available from dealers from May 2004 and can be fitted on rims from 9.50 to 10.50 inches. *—Dave Nichols*



Photos: Provided by Metzeler

GRANDEUR'S MARRIAGE OF QUICK AND SLICK

Something borrowed, something blew...

If you're always on the look out for ways to create new stuff, like Mike Phillips at Grandeur Cycle, you might occasionally mix some things around just to see what happens. Todd Kirkland is the proud owner of this beautiful pro-street ride, and during his bike's humble beginnings, Todd ran a few slick ideas past Mike. While Todd was looking around, he quickly saw that an amazing amount of work goes into each project at Grandeur Cycle.

Check out the backside of this pro-street puppy for a look at one of Grandeur Cycle's genuine trademarks. The fender is mounted to the swingarm, causing everyone to say stuff like, "Dang! That's a hardtail…no it ain't! Dang!" While you're at it, check out the backside of this month's Fox Hunt Winner, Tina from Springfield, Missouri. That ain't no hardtail neither.

Todd chose Grandeur because of their reputation for putting together high-quality rides and discovered that there's a Grandeur Cycle bike available to fit almost every rider's desires. The Grandeur Cycle pro-street lineup, for instance, includes their "budget" projects, and one like this can be yours in kit form for about 25k. This kit comes with their single-downtube "Fat Tube" chassis; the sheet metal is pre-mounted to the frame. It includes a 250 tire, 100 cubes of roarin' RevTech power, adjustable shocks, braided lines, hidden hardware and an exclusive Hot Tails seat.

You even get special goodies like the Grandeur Cycle Super Sucker air cleaner. All you'll need is some paint, gasoline, compressed air and the balls to ride it. If you've been blessed with slightly more cash than patience, you can let Grandeur Cycle grind it together for you in no time flat, for the proverbial "nominal fee."

Todd has already put nearly 4,000 miles on his bike, no surprise to anyone, because, as Mike told us, it wasn't built for show, or to be photographed for a magazine. When we called Mike, we were looking for one of his pro-street bikes, only he didn't have any of them ready at the time. So, he called Todd and asked to borrow his bike, and Todd agreed, but when he found out that Mike wanted to take it to Aaron Stevenson to have it shot for *Easyriders*, he nearly blew his lid. See what ya get for sharing?

Mike and his crew of 32 highly skilled and talented folks are getting used to hearing compliments, and making riders happy with what they ride. Grandeur Cycle is approximately one hour north of Charlotte, North Carolina, in the town of East Jonesville. Some of us call 'em the Right-Side Drive guys, and to others they are known as "THE" bike fabricator's supply house.

Grandeur Cycle also builds English wheels and planishing hammers to be used by other builders, which they ship out around the world. Occupying their 35,000-square-foot workspaces, are five lathes, seven milling machines, a couple of 275-ton press brakes, power shears, CNC tube benders and lots of other metal-forming equipment.

Everyone at Grandeur Cycle loves the idea that they are all really and truly bike builders, completing around 150 custom projects every year. It seems like we are seeing that big G on T-shirts everywhere we go lately. The super girl behind their Super "G" logo is Mike's lovely and talented wife, Tricia.

If you find yourself wanting a two-wheeled treat, call 'em at 877-224-6975, or visit their Web site at www.grandeurcycle.com. *—Cheesy Nads*

Cycle

Owner: ....Todd Kirkland
City: ....Hillsville, Virginia

General
Fabrication: ....Grandeur Cycle
Year/make: ......2004/Grandeur Cycle
Model: .. Special Construction
Assembly: ......Grandeur Cycle
Time: ....4 weeks
Chroming: ....none

Engine
Year: ....2004 RevTech
Rebuilder: ......Custom Chrome
Displacement: ....100 cubic inches
Ignition: ....Grandeur Cycle
Lifters: ....RevTech
Cam: ....RevTech
Carb: ....Mikuni HSR 45
Air cleaner: ....Grandeur Super Sucker
Pipes: ....Boa's

Transmission
Year/make: ....2004 Baker Right- Side Drive
Clutch: ....BDL

Painting
Molding:..........Grandeur Cycle
Painter: "The Kid" at Grandeur Cycle
Color: ....blue/orange
Type: ....House of Kolor
Special paint: ....Chad

Frame
Year/make:..........2004/ Rolling Thunder
Type: ....hidden-shock
Rake:......................44 degrees
Stretch:................6 inches out, 2 inches down
Shocks: ....Grandeur Cycle

Accessories
Handlebars: ....Grandeur Cycle
Handlebar controls: ....Joker Machine
Fenders:..........Grandeur Cycle
Headlight: ....Adjure
Taillight: ....Joker Machine
Pegs: ....Billet Concepts
Foot controls: ....Billet Concepts
Gas tank: ....Grandeur Cycle
Oil tank: ....Grandeur Cycle
Seat: ....Grandeur Cycle
Mirrors: ....Pro-One
Grips: ....Grandeur Cycle

Front end
Type:..........Hydraulic; 4 inches over stock
Builder: ....Grandeur Cycle

Wheels
Make: ....Weld
Tires: ....Avon
Brakes: ....HHI

Photos: ....Aaron Stevenson

Making Women Mad

I don't know if it's just me, or if it's all guys, but I have a real knack for making women mad. Hell, the wife is mad at me virtually all the time, for sure every day. And it's not just her. I seem to have the same effect on all women. Even my daughter, who should be in awe of me because I am the head of the family and the reason she gets to eat and sleep indoors, gets pissed off at me regularly. Sometime she gets pissed off just because I wake up that morning and am not yet a millionaire. Sometimes if I just look at her wrong. Sometimes because I like to drop gas when she has friends over and blame her. Hey, we don't have a dog.

It's kinda strange really because I like females and don't think I go out of my way to piss them off. Sure, I do have a sense of humor I like to try out on the ladies, but I thought women liked funny guys. It seems that what I find funny makes women want to kill me. I dunno.

For example, I've always figured a great way to show a woman that you are impressed with her is to honk your horn at her. Say you're forced to be in your car, just sitting at the curb watching people walk by. A good looking woman comes along, maybe carrying some bags or talking on the cell phone, and you let her know how hot she is by giving her a good blast on the horn. Sure, sometimes they get a little scared by the sound. Sometimes they drop their bags or practically inhale their cell phone, but still, isn't a compliment always a good thing?

And while I'm talking compliments, I must admit that I'm a bit confused. Why is it generally okay to compliment a woman on what she's wearing, but not okay to compliment her tits? You can say, "nice dress" and that's fine. But you say "nice rack" and suddenly you're a bad guy. And if women don't want you to touch their ass, why do they wear pants that make their ass look so touchable?

I pissed this woman off at work the other day. Her name is Kollene. A sweetheart of a lady even if she doesn't know how to spell Colleen. She was walking across the shop floor and, for reasons I don't understand, I thought it would be a good idea to take the yellow pages and toss them at her feet, which I did. Man, it sounded like a gunshot. I haven't seen a woman jump that high since me and the wife had the great toenail slashing incident of 1996. To me the event was pure funny. Unfortunately to Kollene (Colleen) the humor was lost. Rather than having a good laugh with me and the boys, she chose to get pissed off. And stayed pissed off right up to the day when, at a company barbecue, she convinced the same group of assholes who had been laughing with me about the phone book to shrink wrap me to an office chair and make a mockery of me in the parking lot. I tell you, at about 90 degrees in the sun, there ain't nothing funny about that.

But back to the wife. I've written before about her basic tendency towards throwing things. Throughout our married life she has thrown a plethora of items in my direction including, but not limited to, an ashtray, a dinner fork, toenail clippers, fingernail clippers, aerosol cans, a yo-yo and all form of writing instruments. Lately her favorite projectile often takes the form of various lip care products. We live in a dry climate so there are often tubes or cans of various lip balms around. One of them, about half the size of a pill bottle, is particularly deadly. She can toss that thing like a major league pitcher on a good day. And it hurts.

The other day though, things took a more disturbing turn.

The wife was hanging around the kitchen, doing whatever it is women do there, with her back turned to me. A steady diet of drive-thru burgers and street-vendor hot dogs had left me with a serious case of gas that was just dying for a comical escape. I saw my chance and proceeded to sidle up behind her and, even though I don't want to brag, I dropped what might have been the world's loudest fart ever. I know everybody is proud of their farts, but this one was world class. Certainly more like what you would expect to hear coming from an elephant or other large quadrupeds. It actually even surprised me. I'm pretty sure I heard the dishes rattle in the cupboard. It was great and very "relieving."

Unfortunately, once again, the humor of the situation was lost on the wife. She turned around with a look in her eyes that made my blood run cold. She was mad. One of those mads that makes you instantly turn turtle. Suddenly I was afraid for my life and did the only thing any self-respecting husband would do in such a case. I turned and ran. Actually, I tried to run, fully expecting to catch a tube of lip balm in the back of the head, but I didn't get far. She was on me like one of Satan's minions clawing at my neck. She grabbed me by my shirt collar with her left hand and (here's where it gets scary) with her right hand attempted to rip out my spine. Seriously, she grabbed at my spinal area with her cat-like finger nails as if she were trying to get a grip so as to rip it out like a character in *Mortal Kombat*. At this point the humor had pretty much left the situation for me too, being that I was suddenly the water buffalo and she was the pissed off jungle cat. Sure, I outweigh her, and I like to think I'm tougher, but you didn't see that look in her eyes. I hope I never do again.

In the end she was unable to extricate my spine from it's rightful position and gave up when she realized that my life insurance wouldn't kick in if she murdered me. She calmed down after about three weeks and things got back to normal. It's amazing to me how mad a little woman could get over nothing. Hell, after a couple of days you couldn't even tell anybody had farted in the kitchen. I tell you, I'll never understand women and what makes them tick. No matter how long I live with and around them, they will always be a mystery to me. A very mad, often dangerous... mystery.

—Greg White

Test your racing skills

Teresi Dyno-Drag takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

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1/23-1/25	Open
1/31-2/2	V-Twin Expo - Cincinnati, OH
2/6-2/8	Open
2/13-2/15	Open
2/20-2/22	Open
2/27-3/7	Bike Week - Daytona Speedway-Daytona, FL
3/12-3/14	Open
3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/28	Specialties Motorsports - Bluffton, SC
3/21-3/23	Charlotte Honda - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side H-D - Bellevue, WA
4/9-4/11	Open
4/16-18	Cycle Center of Fremont, Ca
4/18-4/20	Open
4/22-4/25	Laughlin River Run - Laughlin, NV
5/7-5/9	To be announced
5/13-5/17	Crazy Horse - N. Myrtle Beach, SC
5/21-5/23	To be announced
5/29-5/30	Doc's Harley-Davidson - Kirkwood, MO
6/4-6/6	To be announced
6/12	J&P Cycles - Anamosa, IA
6/17-6/20	Laconia Bike Week - Laconia, NH
6/22-6/24	Honda Homecoming - Marysville, OH
7/4-7/6	Knoxvillle H-D & Buell - Knoxville, TN
7/23-7/25	To be announced
7/29-8/1	Milwaukee Rally - Milwaukee, WI
8/6-8/8	To be announced
8/1-8/3	Gerencer H-D - Elkhart, IN
8/11-8/14	Full Throttle Saloon - Sturgis, SD
8/20-8/22	To be announced
8/27-8/29	To be announced
9/3-9/5	Lost Hills Rally - Council Bluff, IA
9/9-9/12	Delmarva Bike Week - Ocean City, MD
9/17-9/19	To be announced
9/24-9/26	To be announced
10/1-10/3	To be announced
10/8-10/10	To be announced
10/13-10/16	Biketoberfest - Daytona Beach, FL
10/22-10/24	To be announced
10/29-10/31	To be announced
11/6	Stone Mountain H-D - Lilburn, GA

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SWEDISH/AMERICAN DUAL CARB KNUCKLE—WORTH WAITING FOR!

BETTER LATE THAN NEVER

Leffe Jansson from Twin Club MC, Norrtälje, Sweden, has been planning this extreme long-fork scooter for 20 years. Ever since he started reading *Easyriders* and other custom bike mags in the early '80s, Leffe knew that he had to build a real chopper sooner or later. The two decades of planning and dreaming made sure the bike became a real killer once he finally got the wrenches turning.

Leffe has owned some very different bikes, like a slim panhead bobber and a Buell S1 Lightning, and has used them for long-distance riding on the European continent. But a few years back he finally started building the bike of his dreams. The project would go on for four long years until the sled was finally finished.

"Yeah, it turned into one helluva long-time project. But the bike was 95% finished two years ago," Leffe told us. "Man, my club buddies nagged at me all the time to get off my butt and get the damn thing finished.

But when you've got a family and your own plumbing business, you don't have a whole lot of spare time."

Checking out this extreme long-fork (32 inches over stock!) it's hard to imagine that a lot of the inspiration actually came from a drag racing bike. But, believe it or not, that's the way it is. One of Sweden's more colorful drag racers is Magnus Romeborn, who rides a big-inch knuckle with dual 45mm Mikunis sticking out from the wrong side. Leffe saw the bike in action at a race and immediately realized that this was the kind of engine he would use for his project.

Knucklehead parts used to be hard to find, but not anymore. Swedish bike builders are lucky enough to have their own producer of repro parts—Flathead Power, a couple of hours ride north of Stockholm. It's a one-man business, a guy who started producing aluminum heads and hot cams for flathead 80s, and then started knocking out heads and rocker covers for knuckleheads. Leffe combined the necessary ironhead parts with Axtell big-bore jugs and S&S cases. Stock stroke and 3 13/16-inch bore in combination with lightened flywheels makes this bike revvy and sporty.

"The motor ran great from the beginning…well, maybe not all that great but

she runs anyway," Leffe chuckles. "The mixture is still a little rich. I'm going to sync the carbs as soon as I can put it on a dynamometer that's long enough."

The bike got fitted with an electric start only because Leffe got hold of a 5-speed gearbox, but doesn't like the look of the available kickstarter conversion kits. Besides, it's actually kind of nice to be able to get going with only a push of the button.

Four years of building makes sure there's a lot of time to come up with some nice details. The rubber-mounted tank and oil bag for example. The Sporty tank is handmade in aluminum by a friend of Leffe's. He made the aluminum oil tank himself and it rests on rubber atop a sturdy plate (which you can see if you take a closer look), and has enough room for 5 quarts of oil besides the big battery necessary for the electric starter.

The rear brake is pretty nice too, a homemade disc mounted on the belt pulley with a Swedish ISR 4-piston caliper. The belt pulley is a stock Softail with 70 teeth. "But I really should have used something like 60 tooth, the revs at cruising speed are a little too high for my taste," Leffe says.

Otherwise, the only problem with Leffe's dream bike is the fact that it's not really right for his true passion of long-distance touring. When he speaks with beaming eyes of his adventures in France, Hungary, the Czech Republic and Austria, we realize that this guy has the same kind of Gypsy blood that is common with a lot of bikers. There's something magical about taking your putt for a trip far, far away from home. "I like the French Riviera best myself," Leffe says. "Going for a cruise on a warm summer evening in Nice or Cannes, there's nothing like it."

Must be freakin' nice. *—Totte Wiman*

Photos: Siwer Ohlsson

SHANE SALISBURY OF WETCOATS BRINGS ORANGE COUNTY CHOPPERS' PAINT TO LIFE!

AMERICAN CHOPPER PAINTER

Shane Salisbury, owner of Wetcoats Inc., has been airbrushing and custom painting for over a dozen years. Early on, he was heavily influenced by the skate, surf and punk scene, as well as New York City graffiti graphics. His early infatuation is clearly evident in the designs he is churning out today.

Shane was always interested in learning the fine art and craft of airbrushing. He bought his first airbrush as a young teenager, and started experimenting with it in his basement by attacking T-shirts and jackets with surf and punk-inspired designs for himself and his friends. It wasn't long before Shane's skill and notoriety grew, and he soon landed a job airbrushing T-shirts professionally at flea markets, as well as on the boardwalks of Point Pleasant Beach and Long Beach Island.

Shane would spend weeks at a time during summers working 12-to-14-hour days, sleeping in his boss's garage at night while honing his craft. He put together some bucks, and started attending college art classes, finally earning a bachelor's degree in graphic design. In college, he learned the layout and composition skills that would further define his custom painting style.

While in college, his girlfriend's father, Frank Le Piane, opened up Precision Motorcycle in Brooklyn, New York. Shane's family had a long history in the motorcycling scene, and he recognized that the demand for talented painters and artists was expanding rapidly. He quit the job painting T-shirts, and focused his energy full time on painting custom bikes.

Shane began to learn the prep and paint aspects of the painting process by bartering with a friend who worked at an auto body shop. Soon enough, Shane began applying his unique designs to the metal out of Frank's shop, becoming one of the area's most sought after custom

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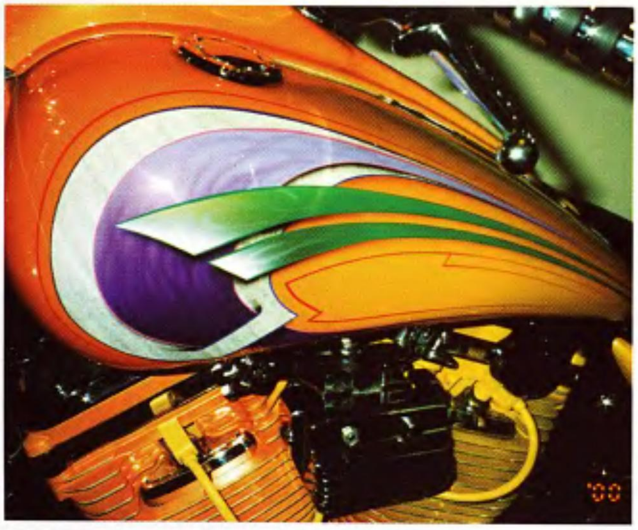

Photos: provided by Wetcoats

bike painters. That continued for some time, until the old man realized Shane's output was beginning to take over the whole place.

Frank gently booted Shane out of his Brooklyn shop, compelling him to open his own 1,000-square-foot space over in Staten Island, which he christened Wetcoats. This turned out to be the best thing that could happen to the artist.

Shane decided to employ his wife, Mary Ann, and enlist the help of a customer turned good friend, Angel Acevedo, to flesh out the staff. With Mary Ann handling the office and occasional wet sanding duties, and Angel handling the prep, Wetcoats Inc. was on its way. Shane was free to focus on the more creative aspects of painting.

Now, Shane personally performs all the custom paintwork for the entire shop. While limiting the amount of pieces that he can perform, it allows him to be in complete control of the entire process. Knowing that his customers come to him because they desire "his" art to adorn their bikes is a bonus ego trip.

Wetcoats began landing big name clients like Brooklyn Harley-Davidson, Carsmetics Inc., and Crime Syndicate, which spread the Wetcoats' name far and wide. This led to an introduction to Paul and Paul Jr. of Orange County Choppers, where Paul's work has been introduced to a mass television audience, on the Discovery Channel's *American Chopper*.

You may have seen Shane on the tube as the painter of the Celtic bike, which was shown falling off a bike lift on national TV, and the Black Widow, which was featured in *V-Twin* magazine. He has gone on to paint many other bikes for the tempestuous chopper building, fight-frenzied family.

Shane is a big believer in the House of Kolor paint system because it contains a full line of high-quality products. The system gives him confidence that every component is 100% compatible with the last. The results are always consistent. These top-quality ingredients, when combined with Shane's dazzling artistry, faithfully add up to show quality results.

While 90% of Wetcoats' work is on bikes, Shane has applied his skills to helmets, guitars and automobiles as well. Shane boasts that he enjoys "customizing anything that can stand still long enough for him to paint it."

You can see Shane's work on his Web site at www.wetcoats.com or give him a call at 718-442-5666.

—Kit Maira

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For hotel arrangements at the Plaza Resort & Spa please call 954-537-1010 or 800-962-2420 (must reserve by Feb. 1st).

YOUR GUIDE TO RIDE

Daytona Bike Week 2004

Right now, you're expecting a few clever words about what you should expect at one of the world's largest gathering of motorcycle madmen, aren't you? You're wanting to read some enthusiastic gibberish as to why it would behoove you, once again, to ride thousands of miles across the country, brave snow blizzards and hail storms, just so you can participate for a few days in what has become this country's—and the world's—premier and foremost biker party. You're used to irreverent comments regarding the annual flocking-together of hardbellies in this mecca of bikerdom for the benefit of horndogs on two wheels, followed by an insightful and downright complete listing of everything that goes on during the first week of March at an event known to many of our readers as Daytona Bike Week, but to one of the newest scribes as...Who knows?

Seems our scribe, who shall remain nameless to protect his innocence, got the assignment to write this intro. Deadline neared and, he assured us, he was working on it. Deadline came and he was still working on it. Deadline passed, and...he delivered. Proudly beaming, he handed over his assignment: 10,000 well-researched words on anything and everything that goes on during early March in and around...Dayton? Ohio?

Our young scribe is currently heading east, to Ohio, and then on to Florida, to learn firsthand the difference between the two places. So, if you happen to see some young kid wondering around, looking lost and wearing a tattered *Easyriders* Staff shirt, take him under your wing and show him Daytona the way only a seasoned veteran of the highway can: buy him a beer and a lap dance. He will be forever grateful to you. And he might even write something interesting about Daytona, Florida, next year...if we take him back. *—Tripper*

Daily Events

As usual, events, their times and dates are subject to change, so check the official Daytona Bike Week Guide when you get there, available at the Daytona Beach Convention & Visitors Bureau at 386-255-0415 or 800-854-1234. Or check with their official Web site (which is where we always get our info): www.officialbikeweek.com. E-mail address: info@daytonachamber.com.

Don't forget to check out the amazing Teresi Dyno-Drags truck at the Easyriders Pavilion, just south and across the street from Carl's Speed Shop on Beach Street. Get all the thrills of racing your bike without the spills.

February 27 – March 7, 2004

Sixty-third anniversary of Bike Week, area wide – 386-255-0981

Official Bike Week Welcome Center – Free literature on area events, free blood pressure checks, first aid and biker blood drive. Pick up the official pocket guide and 2004 Bike Week poster; Riverfront Park, Beach Street – 386-255-0981

Daytona International Speedway, Daytona 200 Week – Ticket info, 386-253-7223; www.daytonaintlspeedway.com

New Smyrna Speedway Campground – 386-527-6010

Thunder Gulch – Live entertainment, contests, prizes, giveaways, food and vendors, "Winn Thrills" motorcycle thrill show – 2129 N. U.S. Hwy. 1, two miles from Bunnell – 800-714-8388

AMI Campus – Open house and tours – 8 a.m.-5 p.m. – 3042 W. International Speedway Blvd. (I-95 and U.S. 92), Daytona Beach – 386-255-0295

Biking On The Boulevard – Live entertainment, vendors, BBQ, bike shows – Bethune Boulevard, Historic District, Daytona Beach – 386-253-1067

Bikers Paradise at New Smyrna Speedway – Concerts, Vietnam Wall, demolition cars and motorcycles, helicopter show, high wire stunt show, fun and games – Camping across the street – 11 a.m.-11 p.m. – Rt. 44 and 415 – 386-763-1302; www.bikersparadise.com

Boot Hill Saloon – Live music daily, food vendors, beer garden, contests, exhibits and displays – 310 Main Street, Daytona Beach – 386-257-2007 or www.boothillsaloon.com

Broken Spoke Saloon – Great drinks, beer specials daily, full liquor bar, giveaways daily, contests nightly, free bike parking, live music – 1151 N. U.S. Hwy 1, Ormond Beach – 386- 673-1040

Carl's Speed Shop – Harley Performance Center – Dyno Jet Power Commander II – Product seminars daily, visit the showroom and real performance shop with the best manufacturers in the motorcycle industry – 9 a.m.-7 p.m. – 390 N. Beach St., Daytona Beach – 386-258-3777

Cheyenne Saloon – Where good friends meet and eat – Outback Bar – BBQ ribs and smoked turkey legs, games and contests, breakfast buffet every day 7 a.m.-11 a.m. – live bands all day – East Palatka, Fla. – 386-328-9216; www.cheyennesaloon.com

Daytona Harley-Davidson – Dozens of vendors, Easyriders' Pavilion, Camel Roadhouse Tour, food court and live entertainment – Riverfront Park (across from Daytona Harley-Davidson) Daily 8 a.m.-8 p.m. – 386-253-BIKE (2453)

Dirty Harry's – Three hot bands daily; contests at 2 p.m., 5 p.m., and 7 p.m. makes for non-stop entertainment at this open air venue – Bobby Friss and Band take the stage at 9:30 p.m. nightly – 705 Main Street, Daytona Beach – 386-252-9877

Dockside Restaurant & Marina – Live entertainment daily, full menu includes seafood and steaks, contests and giveaways, indoor and outdoor bar on the water – Look for the balloon under Rt. 100 Bridge, Flagler Beach – 386-439-4295

Down The Hatch – An authentic Florida seafood restaurant, live music, outdoor deck, scenic view – Open 8 a.m.-10 p.m. – Front St., Ponce Inlet – 386-761-4831

Easyriders Daytona Pavilion – Come meet the master builders, over 30 manufacturers, food and drinks – Riverfront Park, downtown Daytona Beach

First Turn Lounge & Steakhouse – Featuring Rick Hilliard & The Charlie Allen Band, fresh smoked North Carolina BBQ, free secure bike parking, free beer hour – Tiki Bar, horseshoe pits, Rolling Thunder dyno, daily contests, exhibits and displays – 5236 U.S. 1, Port Orange – 386-788-5434

Froggy's Saloon – Music day and night, food, souvenirs and more – 7 a.m.-3 p.m. – 800 Main Street, Daytona Beach – 386-254-8808; www.froggyssaloon.us

Full Moon Saloon – Home of the $2 Bloody Marys, featuring Big Mike Griffin and his Nashville band nightly. No cover charge in this rustic rock 'n' roll barn overlooking the Camel Roadhouse – 705 Main Street, Daytona Beach

Gilly's Pub 44 – Bike Week Kick Off Party – Live bands noon-2 a.m., vendors, food and drink, Miss Bike Week semi-finals, contests, prizes and giveaways, "Wall of Death" — 1889 SR 44, New Smyrna Beach – 386-428-6523; www.pub44.com

Thirteenth Annual Gold Wing Getaway – hosted by Chapter FL1-H, sponsored by GWRRA Region A & Florida District, vendor expo and GWRRA public relations booth, free admission – 9 a.m.-6 p.m. – New Smyrna Beach Airport – 386-426-5418 or 386-677-1786

Highlander Outpost & Goods – Outdoor bars and party deck, live music, cold beer, full liquor, great food, gift shop, ice cream parlor, vendors, Boss Hoss, hot leathers, jewelry, airbrush artist, free bike wash – Camel Tent, 1821 S. Ridgewood Ave., South Daytona – 386-322-8829

Inlet Harbor Marina & Restaurant – Live music daily, fresh local seafood, steaks, cold beer and tropical drinks, party on the areas largest torch lit deck – South on A1A to 133 Inlet Harbor Rd., Ponce Inlet – 386-767-5590

Iron Horse Saloon – Food, vendors, Wall of Death, burn out pit, live entertainment nightly – Open 8:30 a.m.-3 a.m. – 1068 N. U.S. 1, Ormond Beach – 386-677-1550

Jackson Hole Saloon – Party of the millennium, crazy bike, bike repair, live music, steak dinners, turkey legs, full liquor, clean restrooms, free parking, bonfire, special bike nights, antique shows, prizes and more – 10 a.m.-2 a.m. – 1081 N. U.S.1, Ormond Beach – 386-673-6996; www.jacksonholesaloon.com

JB's Fish Camp – Rustic dining on the river, Key West style sunsets, airboat rides, eco tours, full bar, live rock or blues nightly, over 20 years of "where the fun is" – A1A South, Beachside, New Smyrna Beach – 386-427-5747

Main Street Pier – Dine over the ocean, shrimp baskets, cold beer, daily drink specials, Space Needle Observation tower 180-degree for a view down Main Street, ride Sky Lift out over the waves and back – 386-253-1212

Ocean Deck Restaurant & Beach Club – Reggae Beach Bash 2003 – The only party right on the beach with a beach beer garden and live music stage – 127 S. Ocean Ave, Daytona Beach – 386-253-5224

Wiseguys Watering Hole – Welcome to the new guys on the strip, great entertainment, great food and fun, best view in town of Main Street, free vacation given away daily, must be present to win – 415 Main Street – 386-253-8251; www.wiseguys.com

The Wreck Riverfront Bar & Grill – Located directly on the river, covered deck dining, great food and drinks – Open daily 11 a.m. – 510 Main Street – 386-226-3000

Jam-On Productions – Flagler County Swapmeet vendor registration and set up 10 a.m.-8 p.m. – Flagler County Fairgrounds – 301-336-2100; www.jam-on.com

February 28

Jam-On Productions – Flagler County Swapmeet, vendor registration 7 a.m.-10 a.m., gates open 10 a.m.-6 p.m.; "Side Car & Trike Day & Show" sponsored by Hac'k magazine, 12:30-2 p.m., judging 3 p.m.; wild animal extravaganza 1:30-3:30 – Flagler County Fairgrounds – 301-336-2100; www.jam-on.com

Motorcycle Races at Volusia Speedway Park – Gates open at 5 p.m., starts at 7:30 p.m. – 15 miles west of I-95 – 386-985-4402

February 29

Jam-On Productions – Flagler County Swapmeet, 10 a.m.-6 p.m.; "Custom Bike Day & Show" sponsored by Full Throttle magazine, 12:30-2 p.m., judging 3 p.m.; wild animal extravaganza 1:30-3:30 – Flagler County Fairgrounds – 301-336-2100; www.jam-on.com

Motorcycle Races at Volusia Speedway Park, starts at 2 p.m. – 15 miles west of I-95 – 386-985-4402

March 1 – March 5

Brute Horsepower Shoot-Out – AMI Campus, 9:30 a.m.-4 p.m. – 3042 W. International Speedway Blvd., (I-95 and U.S. 92), Daytona Beach – 386-255-0295

March 1 – March 6

Harley-Davidson Activities – H-D and Buell demos 9 a.m.-3 p.m. – Daytona International Speedway

March 1

Jam-On Productions – Flagler County Swapmeet, 10 a.m.-6 p.m.; "Antique Bike Day & Show" sponsored by AMA Heritage Museum, 12:30-2 p.m., judging 3 p.m.; wild animal extravaganza 1:30-3:30 – Flagler County Fairgrounds – 301-336-2100; www.jam-on.com

March 2 – March 6

Harley-Davidson Activities – 10 a.m.-5 p.m. indoor show, traveling museum, the Harley store, Willie G. T-shirt sales, H.O.G. & Co., Ford vehicle display, free bike wash 10 a.m.-4 p.m., seminars time TBD – Ocean Center Arena – 386-254-4500

March 2

Jam-On Productions – Flagler County Swapmeet, 10 a.m.-6 p.m.; "Shovelhead Day & Show" sponsored by Full Throttle magazine, 12:30-2 p.m., judging 3 p.m.; wild animal extravaganza, 1:30-3:30 – Flagler County Fairgrounds – 301-336-2100; www.jam-on.com

Motorcycle Races at Volusia Speedway Park – Gates open at 5 p.m., starts at 7:30 p.m. – 15 miles west of I-95 – 386-985-4402

March 3

Cabbage Patch – Coleslaw wrestling, Noon – Samsula – 386-428-5459

Harley-Davidson Activities – Ride-in show registration 8 a.m.-11 a.m., judging 11 a.m.-3:30 p.m., awards 4 p.m. – Ocean Center East Side (new location) – 386-254-4500

Jam-On Productions 26th Annual Daytona Swapmeet – Vendor registration and set up, 3 p.m.-9 p.m.; American Motorcycle Trade Show, vendor registration and set up 3 p.m.-9 p.m. – Volusia County Fairgrounds – Rt. 44 and I4 – 301-336-2100; www.jam-on.com

March 4

Jam-On Productions 26th Annual Daytona Swapmeet – American Motorcycle Trade Show, 10 a.m.-6 p.m.; "Custom Bike Show Day" and "Side Car & Trike Day & Show", 12:30-2 p.m., judging 3 p.m.; wild animal extravaganza; Team Extreme motorcycle stunt show, 1:30-3:30 – Volusia County Fairgrounds – 301-336-2100; www.jam-on.com

J. Wood & Co. 17th Annual Antique & Classic Motorcycle Auction, Swap Meet and Trade Show – Edmunds Center, Stetson University, DeLand – 352-795-8895

March 5

Boardwalk Merchants 13th Annual Boardwalk Classic Ride-In Bike Show – Registration, 8 a.m.-11 a.m., sow begins at 11 a.m., awards 4 p.m., cash prizes and trophies – Enter Boardwalk from corner of Main St. and Ocean Ave. – 386-253-0254

Jam-On Productions 26th Annual Daytona Swapmeet and American Motorcycle Trade Show continues: "Antique Bike Day & Show," 12:30-2 p.m., judging 3 p.m.; Nitro Dirt Drags & Rodeo, 1 p.m.; Team Extreme motorcycle stunt show, three times daily; wild animal extravaganza – Volusia County Fairgrounds – 301-336-2100; www.jam-on.com

JB's Fish Camp – 11th Annual Clambake & Seafood Festival, 11:30 a.m.; "Lion Heart Band," 12-5 p.m.; "Twistin Tarantulas" 6-10 p.m. – A1A Beachside, New Smyrna Beach – 386-427-5747

J. Wood & Co. 17th Annual Antique & Classic Motorcycle Auction, Swap Meet and Trade Show – Edmunds Center, Stetson University, DeLand – 352-795-8895

March 6

Boardwalk Chopper and Custom Bike Show – Registration 8 a.m.-11 a.m., show at 11 a.m., awards 4 p.m.; cash prizes and trophies – Enter Boardwalk from corner of Main St. and Ocean Ave. – 386-253-0254

Daytona Beach Community Foundation Official Custom Motorcycle Drawing to benefit Bike Week Festival Task Force, approx. 1 p.m. at band shell behind Adam's Mark Resort – 386-255-0981

Daytona International Speedway – Qualifying for 33rd Daytona Supercross by Honda – Ticket information 386-253-7223; www.daytonaintlspeedway.com

Harley-Davidson Activities – MDA auction and bike raffle at noon – Ocean Center Arena

Jam-On Productions 26th Annual Daytona Swapmeet & American Motorcycle Trade Show – Last day, 10 a.m.-6 p.m.; "European Bike Day & Show," 12:30-2 p.m., judging 3 p.m. – Volusia County Fairgrounds – 301-336-2100; www.jam-on.com

J. Wood & Co. 17th Annual Antique and Classic Motorcycle Auction, Swap Meet and Trade Show – Edmunds Center, Stetson University, DeLand – 352-795-8895

32nd annual Rat's Hole Custom Bike Show – New location: Peabody Auditorium. All contestants line up on Wild Olive between 7:30 and 8:30 a.m. – Judging starts at 10 a.m. – 600 Auditorium Blvd. – 386-454-3496

March 7

Blessing of the Bikes – St. Paul's Catholic Church, 7:30 a.m. – U.S. Hwy. 1, Daytona Beach – Ride to Bellair Plaza for parade start – 386-255-0981

Annual Harley-Davidson Parade – Formation, 8:30 a.m.-9:30 a.m., leaves from Bellair Plaza, Atlantic Avenue to Daytona International Speedway – Harley Heaven, Horseshoe Curve – 386-255-0981

Daytona International Speedway – 63rd Daytona 200 by Arai, Lightweight 250 Grand Prix 100k

Bars and Strip Clubs

Art's Place
5115 N. Hwy. 17, DeLeon Springs Off the beaten path. Burgers, bands, bonfires, barbecue, horseshoes, miniature golf, poker runs, etc. – 386-985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave. (U.S.1), South Daytona. 386-756-0448

Boot Hill Saloon
310 Main Street, Daytona Beach There is something happening in this place each and every day. Check daily events schedule for more info. 386-258-9506

Bottom's Up Club
2396 N. U.S. 1, New Smyrna Beach; Strippers; barbecue in the back 386-427-0364

Cabbage Patch
Coleslaw wrestling, noon – Samsula. 386-427-8969

Cheyenne Saloon
Hwy 17 S. East Palatka, two miles south of the bridge 386-328-9216

First Turn
5236 U.S. 1, Port Orange Free Beer Hour every day, plus live bands daily, LA Knockout Oil Wrestling, Miss Bare Chaps, and a whole bunch more of fun stuff. 386-760-378

Froggy's
800 Main St., D.B. "The biggest party on Main Street" with lots of stuff going on night and day. 386-253-0330

Full Moon Saloon
9 S. Wild Olive, D.B. 386-257-8661

Gilly's Pub 44
1889 State Road 44, New Smyrna Beach. There's something happenin' every day of the week (see events calendar) – 386-428-6523

Iron Horse Saloon
1068 N. U.S. 1, Ormond Beach The 13th annual motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death. 386-677-1550

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach 386-673-6996

Last Resort
5812 Ridgewood Ave. (U.S. 1), South Daytona Daily live bands, vendors, and entertainment. 386-761-5147

Main St. Cafe/Al's Alley Pub
821 Main St., Daytona Beach A busy place, lotsa music 386-257-2323

Molly Brown's
542 Seabreeze Blvd., Daytona Beach Strippers, strippers, strippers.... 386-255-5966

Pandora's Box
319 2nd Ave., Daytona Beach Strippers and more. 386-252-9163

Ringside
116 E. Dunlawton Ave., South Daytona Boxing ring, Miss Daytona Bike Week contest, cheap beer, BBQ and much more. 386-756-0230

Shark Lounge
730 Int'l. Speedway Dr., Daytona Beach. Strippers galore. 386-258-1230

Shingle Shack
640 N. Ridgewood, South Daytona Beach. Strippers etc. 386-252-3584

Smiley's Tap
1161 N. U.S.1, Ormond Beach Just like last year: lotsa stuff happening. 386-677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd., New Smyrna Beach Daily bands, 2-wheel camping, and much more 386-427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave. (U.S. 1), South Daytona; Drink specials, bands and contests. 386-760-2564

Willy's Motorcycle World
566 Ballough Rd., Collector-bikes on display 386-253-2100

Swap Meets

Spider's Swapatona Gigantic Motorcycle Swap Meet; Six acres of motorcycle arts and accessories – Daytona Flea Market, I-95 and U.S. 92, Daytona Beach, 1 mile west of Daytona International Speedway. Daily, 10 a.m.-6 p.m. 800-262-6946

Daytona Beach Swap Meet Volusia County Fairgrounds, DeLand – From 10 a.m.-6 p.m., Thurs.-Sun., March 9-12. 301-336-2100

Shops and Parts

All American Bike & Cafe
695 Mason Ave,
Daytona Beach
386-257-2228

Bas Cycles
4251 Spruce Creek Rd,
Port Orange
386-767-1993

Choppers World
618 Main St., Daytona Beach
386-252-1922

Claudes Mobile Cycle & Salvage Service
1111 Derbyshire Rd, Daytona Beach
386-255-0566

Claudette & Dusty's Cycles
614 Main St., Daytona Beach
386-254-8431

Corbin
814 Main St., Daytona Beach
386-258-8191

Cycle Accessories of Daytona & Polaris
712 N Beach St., Daytona Beach
386-255-4255

Cycle Goodies
300 Ridgewood Ave, Holly Hill
386-258-5691

Daytona Blackgold Cycles Inc.
541 Ballough Rd, Daytona Beach
386-258-8020

Daytona Harley-Davidson
290 N Beach St., Daytona Beach
386-253-2453

Daytona Import-Export
1633 State Ave, Holly Hill
386-673-1921

Daytona Indian Motorcycle
402 N. Beach Street,
Daytona Beach
386-255-6559

Magnum Cycles
612 N Ridgewood Ave,
Daytona Beach
386-253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave,
Daytona Beach
386-761-0858

Personal Cycle Service
594 Ballough Rd.,
Daytona Beach
800-435-7039

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave,
Port Orange
386-322-5533

Robison's Sales & Service
508 W. International Speedway B, Daytona Beach
386-255-6788

Peen's Precision Motors
420 N. Beach St., Daytona Beach
386-252-9569

Russell's Cycle Care
2514 N. Dixie Freeway (U.S.1),
New Smyrna Beach
386-427-6001

Slick Cycle Tony's Hacienda
207 Dunlawton Ave. (U.S. 1 and Rt. 421) Port Orange
386-760-4456

Services

Bike Week Welcome Center,
503 Main Street, Daytona Beach
Sponsored by the Daytona Beach Chamber of Commerce
Open daily from 10 a.m.-10 p.m.
Check out their Web site:
www.officialbikeweek.com
386-255-0981

Bikers Against Manslaughter,
Ellis Groceries, 601 Main St., Daytona Beach. Open daily; 24-hour free emergency breakdown and legal assistance; free membership cards
800- 4-BIKERS

Towing/Bros Club Service

Looking for a terrific tow job? Nobody does it better than the Bros Club. You won't have to worry about a little thing like a breakdown turning into a major headache for you, because by joining the Bros Club, you are ensuring yourself the best help a rider on the road can have, 24 hours a day, seven days a week. All ya gotta do is call 800-325-9028, and you'll have access to more than 12,000 affiliates, able to pick you up and dust you off (or dry you off), are at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada.

Bike Transportation

If you can't ride to Daytona, but have to have your bike there, shipping is the way to go. The following companies will be happy to take care of that for you.

J.C. Motors
As the official shipping company for us busy beavers here at the rag, they give exceptional shipping. In fact, they specialize in motorcycle shipping, because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big-assed dressers are no problem for them, and they've got a special, patented "pop-up" crate, which they'll ship to the customer for easy crating, and then they'll pick it up. JC Motors ships internationally, nationwide, and to all rallies. And if the old lady's kicked your ass to the curb and ya gotta move all your crap out, they'll do that, too. For more info or to have them ship your ride, call 800-730-3151, or go to www.motorcycleshippers.com.

Goldrush Motorsports
They'll ship your bikes from anywhere, USA, to Daytona, provided it's more than one. So if you and your buddies don't have the time to ride, just call Ken, and he'll handle it for you. Their phone number is 704-799-2890; their fax is 704-799-2892, and their Web site is www.goldrushmotorsports.com.

Amtrak
The only route Amtrak will provide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day. For more info call 800-USA-RAIL.

Federal Company
As an agent for Allied Vans, they'll ship your bike pretty much anywhere within the continental U.S. They'll pick up individual bikes or groups, and the more bikes, the more of discount rate you'll get. Just make sure you call 'em about three weeks before you want the bike in Daytona, or a month, if you live in the boonies. They'll even take your bike in Daytona for the return trip and drop you off at the airport. For more info call 800-747-4100, ext. 217.

Bike Rentals

Rebel Motorcycle
Based in San Diego, they specialize in Harley-Davidson rentals, even for Bike Week. They'll even deliver it to Daytona. Call 'em at 888-SD-REBEL.

Budget Harley Davidson Rentals
3901 Northwest 28th Street,
Miami, FL
305-871-1040

Exclusive Motorcycle Escort Services Inc.
4615 Northwest 22nd Avenue,
Miami, FL 33142
305-637-7555

Phantom Motorcycles
Miami, FL 33107
305-638-0606

SOBE Scooter Rental Inc.
300 23rd Street, Miami, FL 33139
305-604-9826

Campgrounds

ABATE of Florida Inc. Campground
Hot showers, beverages, food, vendors, 24 security, no hook-ups. Volusia County Fairgrounds.
386-943-9610

Bulow World Famous RV Resort/Campground
Food and beverage, contests, live bands – Flagler Beach,
PO Box 1328.
Phone: 800-RV BULOW

Cackleberry's Lot Next Door Cabbage Patch – RV and tent camping available, plenty of entertainment, food, games, and beverages, vendor space available – West on International Speedway Blvd., south on Tomoka Farms Rd. (415) eight miles.
386-428-5459

Crazy Horse Campground
Daytona's largest campground catering to bikers, 90 acres of clean level camping, hot showers. Mailing address: 910 South Beach Street, Daytona Beach, Fl 32114 – Street address: 1425 Tomoka Farms Rd., Daytona Beach, FL 32124;
888-GET-CRAZY

Daytona Beach Campground
4601 S. Clyde Morris Blvd., Daytona Beach, FL 321199-1220
386-761-2663

Moonshine Campground
Primitive camping, no hook ups, clean restrooms and showers, food, cold beer, tees, 24-hour security. $11 per person per day – 1725 N. U.S. Hwy. 1, Ormond Beach. 386-677-1550

Motorcycles Only Camping
Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92, Daytona Beach. Clean rest rooms, showers, food available. Camping by donation. Contact Frank Whitacker, 386-672-3927

Nova Family Campground
Home-style atmosphere, secure park – 1190 Herbert St., Port Orange. Contact Lisa, 386-767-0095, fax 386-757-1666

Orange Isle Campground
3520 South Nova Rd., Port Orange FL 32127
386-767-9170

Sunshine Holiday Camper Resort
Contact Linda Ward
1701 North U.S. 1, Ormond Beach, FL 32174 904-672-3045

The Lot Next Door
Next door to the Cabbage Patch, corner of SR415 and Pioneer Trail, Samsula – http://www.daytonachamber.com/lotnext.htm
Contact Frank Luznar III
386-428-5459

No-Tell-Hotels and Motels

A1A Daytona Beach Condos
3716 South Atlantic Ave., Daytona Beach Shores, FL 32118
866-688-6688

Acapulco Inn
2505 S Atlantic Ave., Daytona Beach, FL 32118-5502
386-761-2210

Adam's Mark
Daytona Beach Resort
100 N Atlantic Ave., Daytona Beach, FL 32118-4273
386-254-8200

Aladdin Inn
2323 S Atlantic Ave., Daytona Beach Shores, FL 32118-5345
386-255-0476

All Season Condominium Rentals
913 Whippoorwill Dr., Port Orange, Fl 32119. 386-316-1143

Atlantic Ocean Palm Inn
3247 South Atlantic Ave.,
Daytona Beach Shores, Fl 32118
386-761-8450

Bahama House
2001 S Atlantic Ave., Daytona Beach Shores, FL 32118-5007
386-248-2001

Beachcomber Oceanfront Inn
2000 N Atlantic Ave., Daytona Beach, FL 32118-3399
386-252-8513

Beachside Ocean Inn
357 S Atlantic Ave., Daytona Beach, Fl 32118
386-253-0571

Beacon by the Sea
1803 S Atlantic Ave., Daytona Beach, FL 32118-5003
386-255-3619

Best Western Aku Tiki Inn
2225 S Atlantic Ave., Daytona Beach Shores, FL 32118-5319
386-252-9631

Best Western LaPlaya Resort
2500 N Atlantic Ave., Daytona Beach, FL 32118-3298
386-672-0990;
www.surfsideresorts.com

Best Western Mayan Inn
Beachfront
103 S Ocean Ave.,
Daytona Beach, FL 32118-386-252-0584

Cabana Cottages
2501 S. Atlantic Ave., Daytona Beach Shores, FL 32118
800-293-0653

Capri Motel
832 N Atlantic Ave., Daytona Beach, FL 32118-3716
386-252-2555

Captain's Quarters Inn
3711 S Atlantic Ave., Daytona Beach, FL 32127-5201
386-767-3119

Casa Del Mar Beach Resort
621 S Atlantic Ave., Ormond Beach, FL 32176-7715
386-672-4550

Castaway Beach Resort
2043 S. Atlantic Ave., Daytona Beach Shores, FL 32118. 386-254-8480

Comfort Inn
507 S Atlantic Ave., Ormond Beach, FL 32176
386-677-8550

Condos Daytona Beach
374 S Atlantic Ave, Ormond Beach, FL 32176.
386-673-9797

Coquina Inn
544 S. Palmetto Ave., Daytona Beach, FL 32114-4924
386-254-4969

Coral Beach Motel
711 S Atlantic Ave., Ormond Beach, FL 32176-7815
386-677-4712

Courtyard by Marriott - Daytona Beach
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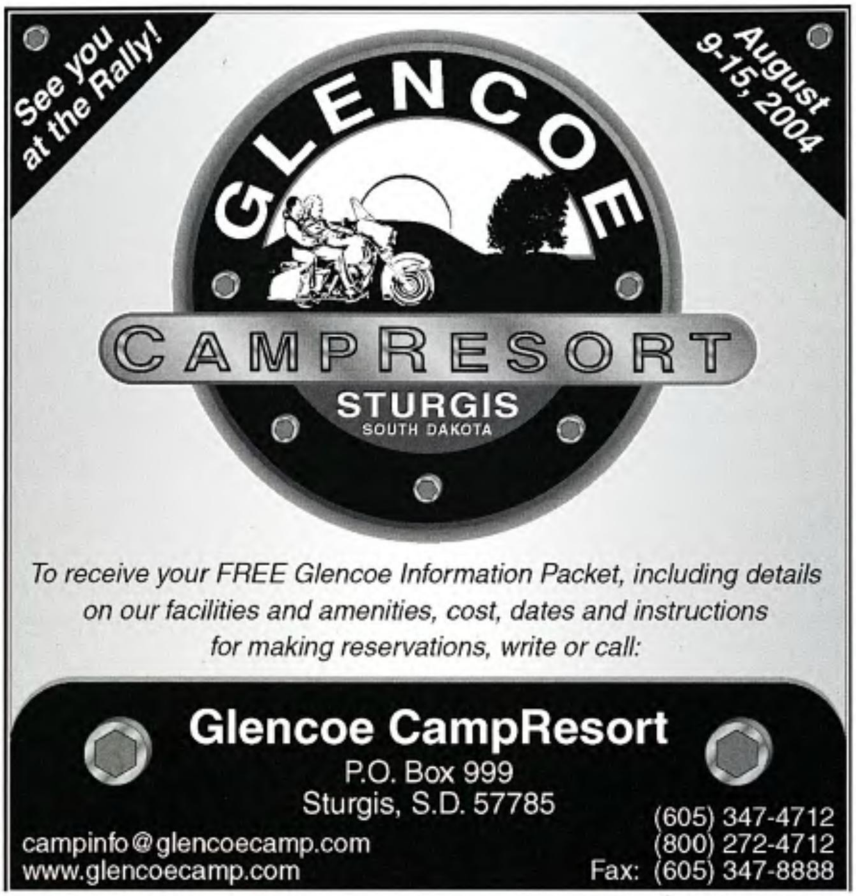

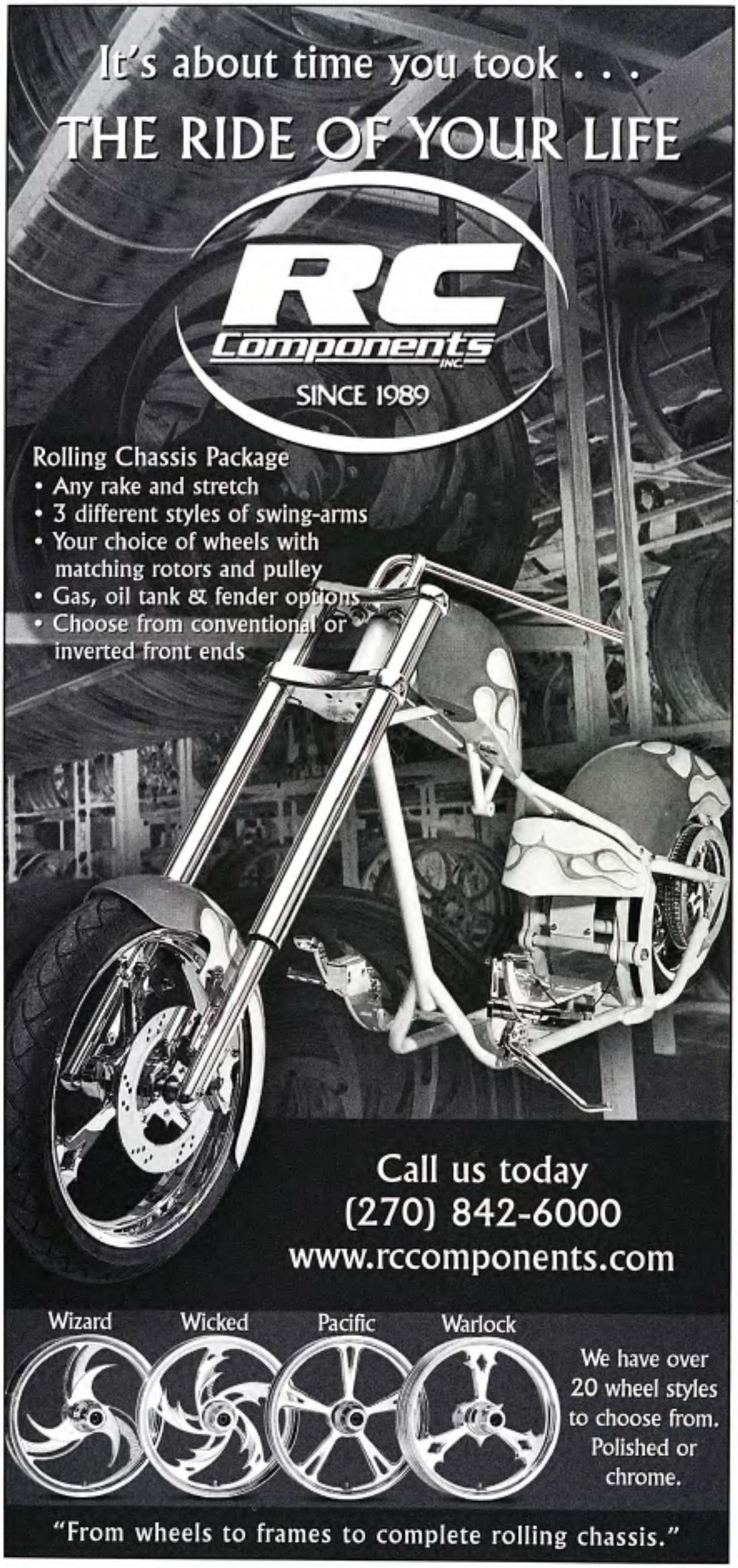

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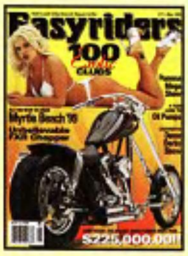

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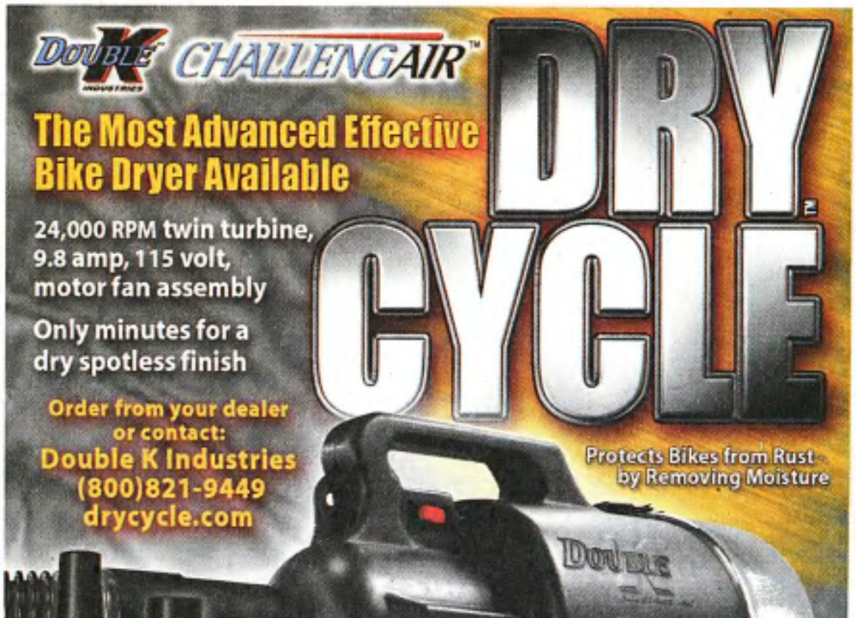

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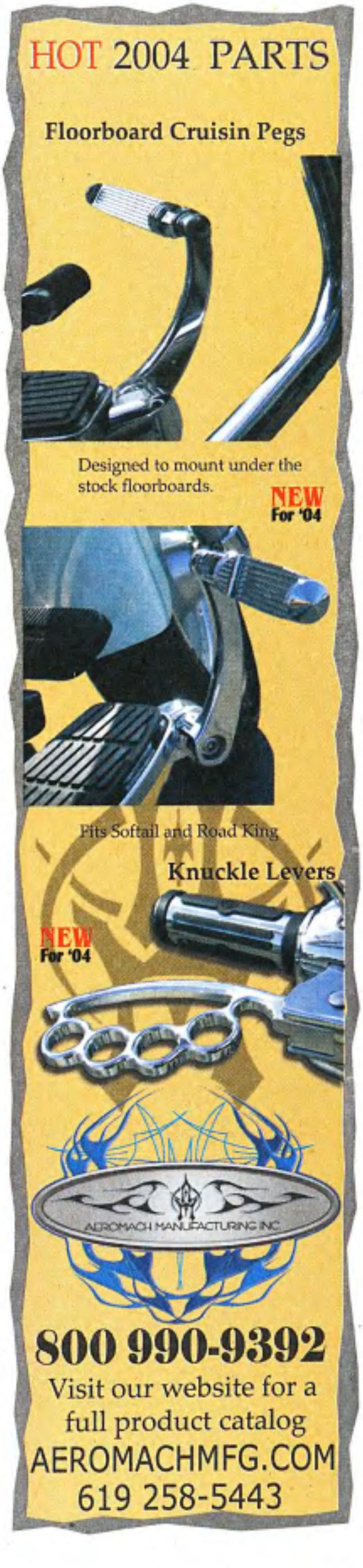
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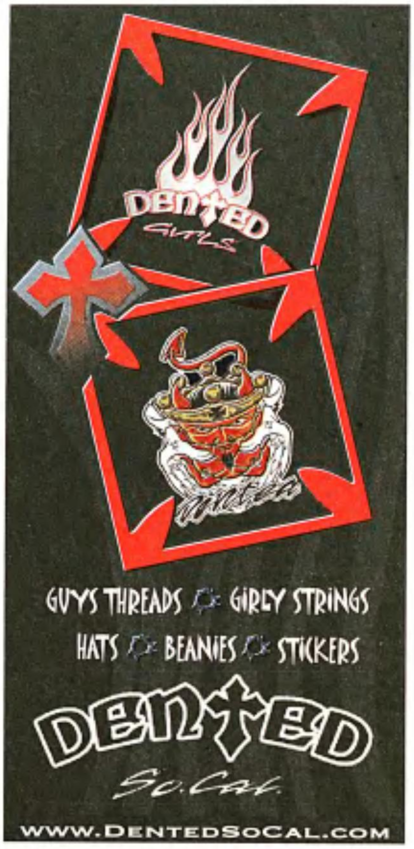
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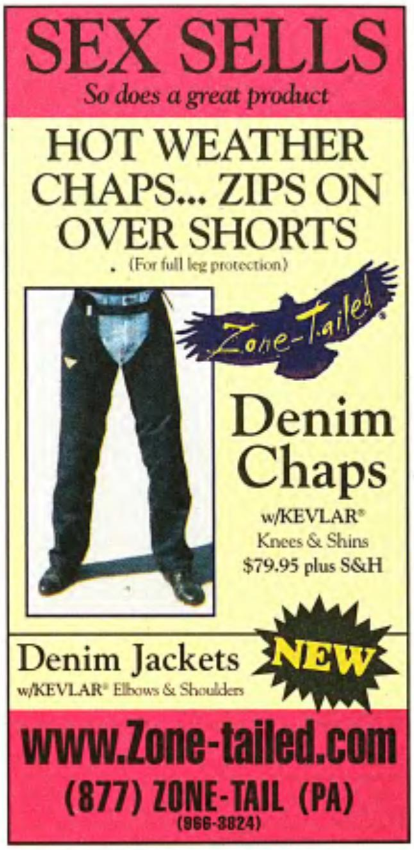
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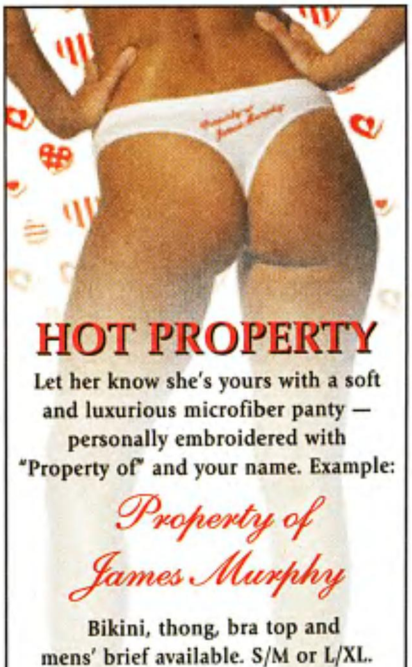
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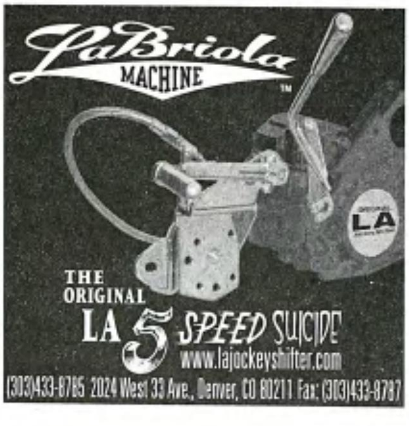

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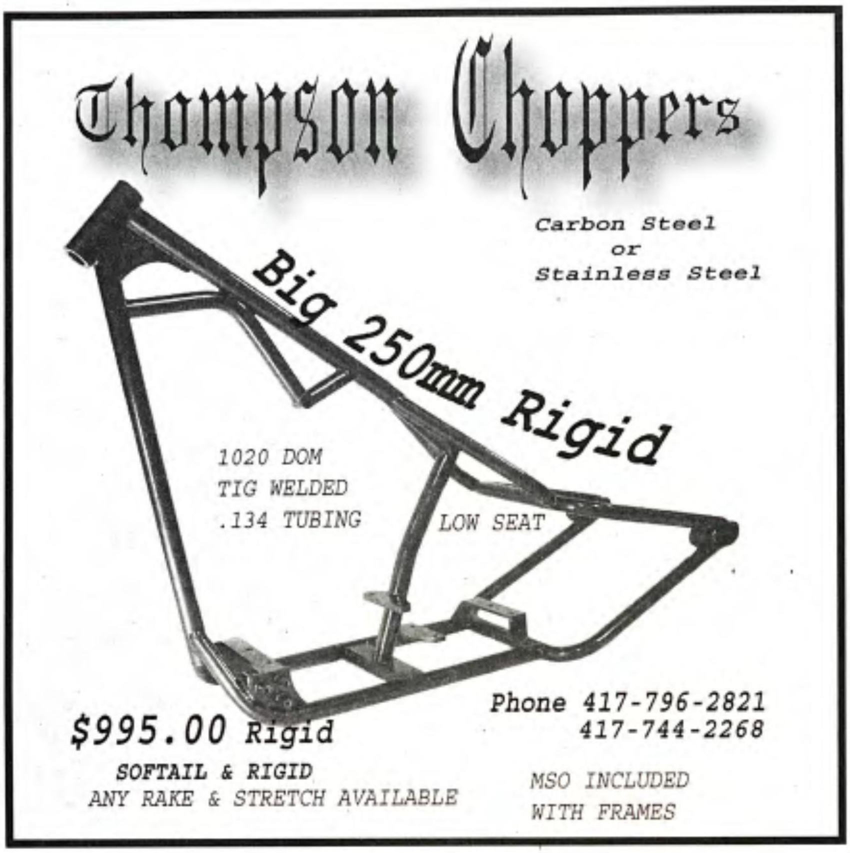
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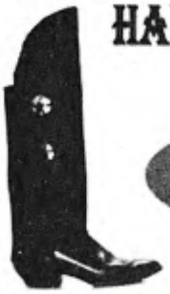

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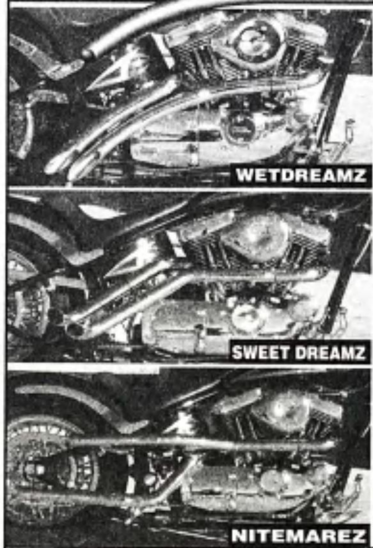

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HE'S BACK!

(Truth is, he never really left.)

Frankie Simons, Old School biker and frequent photo contributor to *Easyriders*, has written another book that's a must-read for you people out there who want to live free. It's titled

GET BACK TO THE GARDEN!
An Outlaw's Guide to Living Happy, Joyous,and Free,

and it's loaded with anecdotal stories from Simons' own road back, from homeless to paradise. Like his first book, Land of the Free, Home of the Brave (so where are all you free, brave people at?), GET BACK TO THE GARDEN! is an easy read. Comically illustrated by his ol' lady, Cathy, it's a light-hearted look at the serious subject of power and control. Simons calls it Triangulation, and step-by-step, he maps out the way for you to break free of it.

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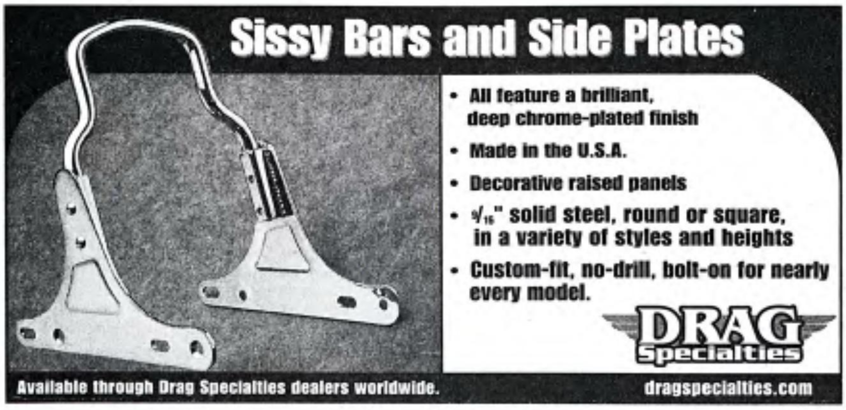

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State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

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√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

CROOKS BEWARE!
The Scorpio Paging Security System Is "Smart!"

Let's face the fact: too many motorcycles are stolen everyday. I'll bet you've heard it too many times; it only takes a minute for an experienced thief to pulverize most factory steering locks and hotwire your prized possession to ride off into the sunset. And sometimes, a team of thieves will snatch a locked-down motorcycle in a heartbeat by lifting it right off the ground and loading it onto a van—they haul it away from the scene so they can deal with the disc lock or chain in the safety of their chop shop and part your bike at their leisure or do whatever it is that thieves do with stolen motorcycles—assholes.

Upon hearing this it seems as if nothing short of a rabid mastiff dog tied to the frame will be a sufficient deterrent to crooks taking off with your bike.

Understanding that mastiffs aren't easy to stuff into a fanny pack or even a saddlebag, Aritronix developed a smart alarm and pager that will provide added security to your motorcycle. The all-new SR-i500 is an ultra-compact 2-way FM paging security system that's designed specifically for the motorcycle industry. It features a hand-held LCD transceiver that combines both remote and pager features.

By utilizing high-frequency FM technology the SR-i500 transceiver is capable of sending and receiving commands from up to half a mile away from the motorcycle, says Aritronix. It incorporates a selectable audible vibrating alert and a backlit LCD screen that displays alarm triggers and confirms system modes with easy-to-understand icons and text messages.

For its sensing mechanism, the SR-i500 utilizes a built-in accelerometer that measures vibrations and gravity changes. It allows the module to be placed in any position or mounting angle and requires no adjustments.

The SR-i500 control module also offers a built-in programmable multi-tone siren enabling the user to select his personal siren tones as well as trigger duration. To assure durability the module is manufactured to meet OEM specs. It is equipped with waterproof connectors and is hermetically sealed.

For simple installation the SR-i500 offers optional factory-style connector kits that simply plug into the bike's factory wiring-harness creating a non-destructive installation. OEM installation kits are available for late-model Big Dog, American IronHorse, Harley-Davidson, Honda, Yamaha, Kawasaki, and Suzuki motorcycles.

Other standard features include: battery safeguard with "sleep mode," ignition sensor, flashing lights, RCS "in range display," remote panic, selectable auto/manual arming. Available options include a backup battery, perimeter sensor with warn away, and ignition disable with anti hi-jack.

The new Scorpio SR-i500 2-way FM alarm retails for $299. For more info contact Aritronix at 480-951-1109 or log on to their Web site at www.aritronix.com.

—Lafayette

Photo: provided by manufactuer

B A C K   I N   T H E   S A D D L E   A G A I N

SEAT AND LUGGAGE GUIDE

There just isn't anything worse than gettin' that stinging butt that happens after riding all day with the wrong saddle. Just like in that story about the "Three Bears," some seats are too damned soft, some are too firm, and some are just right. Today there are motorcycle seats for every reason, from minimalistic solo jobs to plush touring models that include backrests and armrests.

What we have here is a primer on all kinds of cool custom seats and two-wheeled luggage for your ride. You'll find a collection of makes and models from some of today's top "Lords of Leather." There's no need to be saddle sore, take a gander and see a more comfortable future.

—Dave Nichols

Ace Leather's Torched Leather Line

Made from 10- to 12-ounce gauge top-grain leather from Wisconsin, these water-repellant bags are designed to keep their shape and are available as a throw-over or as a clean, bolt-on, hard-backed unit, using the optional Easy Brackets (go to www.easybrackets.com for details).

The bags are sized from small to XL and use ceramic on metal decorative conchos. You can choose from the traditional Iron Cross, Skull, 8-ball, or the new Raider-style, silver-on-black Jolly Roger.

Ace Leather also offers a variety of brand-new complementary tool pouches and tank panels.

Ace leather tells us it has been supplying top-notch leather for riders for over 25 years and says it's proud to have worked with the founding members of the industry, Joe Teresi, Mil Blair, Gary Bang, Gene Rocky, Bob Goddard, and Hap Jones.

Contact Ace Leather at 650-856-3317 and see their Web site at www.aceleather.com.

Bitch'n Rich's Seat Company

Bitch'n Rich's Seat Company specializes in custom one-off seats. They feature a low profile and are meticulously shaped. Bitch'n Rich's Seat Company says their ultra light air gel system, allows you to achieve the best comfort for long rides. Each seat is custom designed to complement any particular style of bike, paint, and graphics. The company offers styles that range anywhere from a sleek cut of high-quality leather, to the most elaborate exotic hides. Among the more popular exotic hides are stingray, shark, bull shrunken shoulders, ostrich, alligator, furs and many other combinations of design or inlay.

Servicing most of Southern California, Bitch'n Rich's Seat Company offers a one-of-a-kind, mobile service that keeps you from having to part with your bike while work is being done. For customers out of the region, they offer the Bitch'n fit seat pan kit. The kit comes complete with step-by-step instructions. When completed, you then forward seat pan and the work order provided for all final design so the shop can shape and cover the seat to your specifications.

Call Bitch'n Rich's Seat Company at 949-412-3837 or e-mail richscustoms@aol.com.

Agoura V-Rod Seats

Kevin Piecul of Agoura Customs designed a sleek, slimmed-down seat for the V-Rod, in an effort to give the sport cruiser a more cutting-edge, custom appearance. Kevin tells us his seats will position riders about 3 inches lower than stock, and 3 inches further back, giving them more room to stretch their legs.

Specifically designed for the V-Rod, Agoura Customs' seats are built around a one-piece fiberglass pan that's closely fitted to the frame. The seats are available in your choice of top-quality leathers and vinyls as well as specialty skins such as ostrich, stingray and snakeskin. Custom stitching and inlays are also available, with optional gel pack installation.

Each seat comes with installation instructions and computer relocation kit.

Visit www.agouracustomauto.com for more information or call 818-991-7874.

Auburn Leather Company

The Auburn Leather Company, introduced several new saddlebag styles in their 2003 catalog.

Made from 9- and 10-ounce, full-grain, drum-dyed American cowhide, Auburn Leather saddlebags and accessories feature inner reinforcements, chrome hardware, and superior workmanship.

Many styles are available for all cruiser motorcycles. They are designed for maximum packing room, durability, and plenty of eye appeal. The saddlebags come in throw-over or bolt-on styles and are priced for retail between $300 and $500.

Visit www.auburnleather.com or call 800-635-0617 for your free, full-color catalog.

Hopnel Fork Bags From Big Bike Parts

This large fork bag comes with a reinforced inner liner that is designed to hold its shape while fully loaded. The fork bag is designed to fit any front end and features a nicely braided leather trim for decoration and a chrome concho. Suggested list price is $49.95.

To find a dealer near you visit the Big Bike Parts Web site www.bigbikeparts.com or call them toll-free at 888-BIG-BIKE.

Carroll Leather

Carroll Leather's new line of saddlebags are designed to easily snap on and off and have a quick-release mechanism. Designed with convenience in mind, this roomy saddlebag features a plastic-reinforced back and is made of 9-ounce leather. It is 15 inches wide, 12 inches high and 7 inches deep.

Manufactured in the USA, Carroll Leather saddlebags have a convenient, box top for easy access, are fully lined with leather and are available plain or with studs and decorative piping.

Call Carroll Leather at 800-884-2521 for info or visit the company's Web site at www.carrollleather.com.

Corbin Heated Dual Touring Seats

Corbin's dual touring saddle provides rider and passenger with sculpted seating and long-range comfort with the luxurious addition of electric seating heaters. The generously contoured platforms provide better weight distribution to eliminate pressure points and give support. Designed to work on all Dyna Glide models (except Wide Glide) with dual Corbin backrests or with your Harley sissybar, Corbin offers a coordinated sissybar pad to complete the look.

Corbin's dual touring saddle accepts two removable rider's backrests for maximum back support. Each backrest is adjustable to fit the rider's posture. You can use a single backrest and transfer it front to rear as needed or you can order two backrests for full-time use in your saddle. In the front the backrest folds down to make it easier to mount the bike. Corbin's backrest hardware is spring loaded to make the rest pop back upright after you throw your leg over. This special hardware (internal to the saddle) also allows the backrest position fore and aft to be adjusted to your profile.

For the ultimate in luxury, Corbin builds electric seat heaters into their dual touring saddle design. A single switch controls the heat for both the rider and passenger positions. The switch is located along the left side of the saddle so you can reach it without taking your hand off the throttle. The 2-position switch allows you to select a heat level depending on conditions. A thermostat built into the control unit controls the level of heat automatically. This setup is very simple to install into your Harley wiring.

Call Corbin at 800-538-7035 or 800-223-4332 or log on to their site at www.corbin.com.

Solo-Style Predator

Drag Specialties offers the Predator, a seat with low, lean looks that was designed to accentuate the lines of a bike.

The Predator uses a high-quality cover that looks and feels like leather and provides a long-lasting finish and is stitched with durable nylon thread. Its custom, injection-molded polyurethane foam interior provides the comfort while a thermoformed ABS-plastic seat base provides the fit and lightweight and is carpeted to protect painted surfaces.

The driver's area measures approximately 13 x 10 inches, with an overall length of approximately 30 inches. The Predator seat uses an OEM rear seat-mounting bracket.

Click on www.dragspecialties.com or see your Drag Specialties dealer.

Saddle Stow Santa Fe Bag

The Saddle Stow Santa Fe bag offers the best value in a highly featured sissybar bag. The universal sissybar mounting system is adjustable to fit almost any sissy bar. The Santa Fe Bag's rigid construction helps retain its shape even when empty. It features a large clamshell top opening, a front mesh pocket and two deep, wide zippered side pockets. A sleep roll bag is included. Padded backpack straps and a top-mounted roll bag are also included. The Saddle Stow Santa Fe Bag's dimensions are 15 x 15 x 8 inches.

Click on www.dragspecialties.com or see your Drag Specialties dealer.

GalaxyEurosport

In response to numerous requests for a small day-trip tank bag for sportbikes, GalaxyEurosport has added two new models (No. 2000 and No. 3106) to their expanding collection of high-end Road-Line motorcycle soft luggage.

Manufactured in Brescia, Italy, by Vanessa Borse, these quality bags are small enough to fit the 2.2-gallon fuel tank of the Harley-Davidson Sportster. "If they fit the 'peanut' tank on a Sportster, they ought to fit just about anything," says Ed Cary of Galaxy.

Compact, but loaded with features, these new tank bags are constructed with a coated Cordura and embossed vinyl shell. The model 2000 mounts using powerful magnets stitched into its base and has two additional pullout magnetic flaps. When off the bike it can be carried via its heavy duty handle or quickly converted to a shoulder bag using the integral pull-out, adjustable strap and provides 4 liters of storage capacity in its dual zippered compartment.

Model 3106 provides 3.5 liters of space in two zippered compartments as well as a separate, see-through mobile phone pocket. It utilizes the same powerful "rare earth" magnets used throughout the entire Road-Line range, and can be carried off the bike, using the integral shoulder strap.

The entire Road-Line touring collection of tank bags, saddle bags, tail packs, shoulder bags, back packs, sissybar and helmet bags is now available in the USA exclusively from GalaxyEurosport.

Call Galaxy/Eurosport at 310-263-1187 or visit www.galaxyeurosport.com.

Iron Bags' New Freedom Bag

The Iron Bags' new Freedom Bag is designed to work with '58-'84 Harley FLH models, Harley FX, as well as all Softails (including the Deuce). The Freedom Bag is also a good fit with the Honda Valkyrie, Polaris Victory and Yamaha Road Star.

These bags are constructed using top-grain saddle leather that's tanned in the U.S., steel reinforcing and a contoured fiberglass backing that accommodates your bike. All mounting hardware, conditioning grease, touch-up dye and polish are included.

Visit Iron Bags at www.ironbags.com or call 715-835-4557.

Kwik Tek's Saddlebag Liners/Coolers

Leather saddlebags might look great on your bike, but may leak when you ride in the rain, letting moisture get into your clothes and damaging your various belongings. It's also nice to have a cold drink handy when you pull over.

Kwik Tek decided to come to the rescue with their saddlebag liners/coolers. These removable liners are constructed of heavy-duty polyester—just like expensive travel luggage. Drinks and ice will stay cold for up to 48 hours with the bags' thick insulation. The vinyl liner is tear resistant and guaranteed leak-proof by the manufacturer. Wraparound nylon straps make it easy to remove from the saddlebag and carry away.

Two models of the saddlebag liners/coolers are available. The SBL-2 is the slant style, and measures 12 x 10 x 6 inches. The SBL-2 bag retails for $39.99. The SBL-3 is the standard style and measures 12 x 10 x 5 inches. The SBL-3 retails for $29.99.

Both models are available from Parts Unlimited, Motorcycle Stuff and Harley-Davidson.

For more information contact 800-624-1297.

The Silhouette by LePera

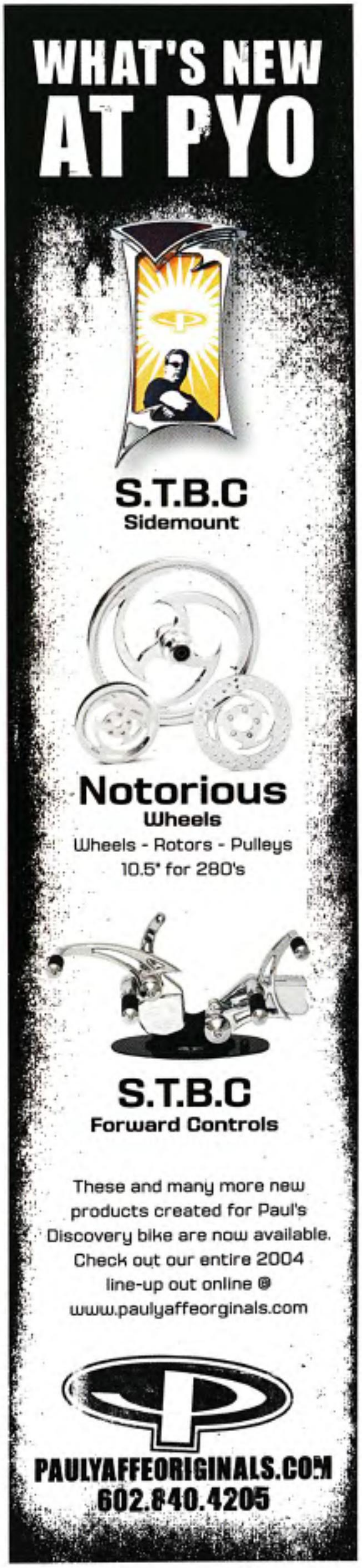
LePera says that their popular Silhouette motorcycle seat is a favorite among bike enthusiasts worldwide thanks to its low, sleek and trend-setting style. Its flowing edges and contoured shape were designed to melt into the lines of the frame. Maximum comfort on the Silhouette seat is achieved by using a 1-piece molded foam foundation.

Also available are the Silhouette solos, two-up Silhouette solo and the more comfortable deluxe Silhouette models.

Call LePera at 818-767-5110 for more information or see their animated Web site on the net at www.lepera.com

LePera's Sorrento Seat

A true exercise in form and function, the Sorrento seat is a cross between the brand's popular Maverick and Silhouette models. The



Sorrento seat is also available with a tapered back as a sport version for the Softail. The Sorrento is also available with other stitch pattern options.

Call LePera at 818-767-5110 for more info or visit www.lepera.com

MC Enterprises

Having trouble finding good saddlebag guards for your V- Rod? Look no further because MC Enterprises has a solution for you. The simple design, attention to detail and triple chrome plating of these saddlebag guards will complement the unique design of the V-Rod.

The H-D V-Rod saddlebag guards (140-65) have a suggested retail price of $102.47.

To find out more about this and other motorcycle accessories, log on to their Web site at www.mcenterprisesusa.com.

National Cycle

Styled right for your Harley-Davidson XL, FX, or FL, the Cruiseliner hard saddlebags from National Cycle are testimony to the company's attention to the overall look of your motorcycle.

Cruiseliner saddlebags are made from a durable polymer material and are primed and painted with high-quality gloss black paint. They are ready to bolt on to the bike. For a more custom look, you can easily paint or add airbrush details, directly over the original black finish.

The lid features a key lock and is hinged in the front, and swings forward for easy access to items. Cruiseliner bags are secured to the motorcycle with quarter-turn fasteners located inside the bag. You do not need any tools to take the saddlebags off the frame.

Mounting fames for the Cruiseliner bags are available with a chrome or black finish from National Cycle at 708-343-0400 or 877-WSCREEN. Check them out on the World Wide Web at www.nationalcycle.com.

SB-900 Touring Saddlebags

These top-quality saddlebags from Nelson Rigg are made from durable, long-lasting, UV-treated, Tri-Max polyester. Their rigid sides and lower panel maintain a sharp look while the Velcro and quick-release buckles make for fast and easy installation and removal. The interior is fully lined to protect your valuables with the addition of elasticized mesh pockets to stow your items that need to stay put when cruising through the canyons.

There is a soft, protective back pad to prevent the bags from sliding around and possibly scratching your paint. The carry handles are reinforced and padded with heavy-duty rivets for those heavy loads, while highly visible, reflective side-striping catches the eyes of motorists at night. Heat-resistant under panels help protect your bags from exhaust heat and allow your contents to stay at normal temperatures. Convenient shoulder straps make for easy transporting while each bag has a handy front mesh pocket to accommodate cans or water bottles. Nelson-Rigg even includes a waterproof liner and a Lifetime "no-hassle warranty".

The SB-900 touring saddlebags retail for $149.95. Go to www.nelsonrigg.com for more information or call Nelson Rigg at 714-850-1811.

Pro-One's Seats

Pro-One recently introduced a select line of high-quality, stylish and comfortable seats.

Designed with the custom rider in mind, each seat features a contour-shaped, hand-laid fiberglass platform for strength and durability.

The cushion is fashioned with a specially formulated, injected, conform-to-shape, rebounding foam. The shaped platform and unique foam provide riders with a secure, deep, comfortable ride while hand-picked, genuine Connolly hides are used to produce flawless, rugged covers.

Pro-One offers their exclusive seating in a variety of styles including the Viper solo and Mantis shown here. Available in black leather only, seats can be ordered for Harley-Davidson Softail or Pro-One Pro Fat applications.

Complementing the solo seat lineup is Pro-One 's original Phantom Pad. This pillion pad is constructed of the same materials as the custom seats and is fit with suction cups for easy on/off fitting.

Call Pro-One at 800-884-4173 or look them up on the Web at www.pro-one.com.

Premium Seat Overlay

The Roho Group Inc., manufacturer of personal cushioning products for medical and transportation applications, makes the Airhawk Comfort Seating System for motorcycles. The Airhawk is a seat overlay system that the company says eliminates the discomfort, numbness and pain riders experience as a result of spending many hours on the road in the seated position.

The Airhawk system uses patented Dry Flotation technology to perfectly match body shape and riding posture to relieve sensitive pressure points, providing a more comfortable ride. Roho says the Dry Flotation is proven to promote blood flow, alleviate pressure sores and improve wheelchair comfort within the medical industry.

Dry Flotation technology uses interconnected air cells formed in non-hardening neoprene. By using this design, the seating system mimics the properties of water, evenly distributing the rider's weight across the cushioning surface and away from peak pressure areas that can create discomfort. The design also reduces vibration to the spine, another source of discomfort.

The Airhawk is made in the USA by Airhawk Inc., a Roho Group company, and is backed with a satisfaction guarantee, and a two-year limited warranty on workmanship.

Contact Airhawk Inc. at 800-851-3449, or via the Web at www.airhawk.net.

Saddlemen Express Saddlebags

The Saddlemen Express saddlebags feature an easy lid closure by hook and loop and a hatbox lid for maximum weather resistance plus an interior liner and four large internal elastic mesh pockets. The quick release yoke mounting is also adjustable on the bike. Available styles are the Cruisin', the Desperado, and the Drifter. All styles are available in three sizes: medium (11 x 9.5 x 5.25 inches), large (15 x 10.5 x 5.75 inches), and jumbo (18 x 11.5 x 6.25 inches).

Call Saddlemen 800-397-7709 or visit them at www.saddlemen.com.

E-Z T-Bag

Quick and easy is what comes to mind while using this convenient new T-Bag. A hidden organizer system incorporates multiple map pockets, a cell phone pocket, a key ring holder, and much more. The E-Z T-Bag also features a new built-in external rain cover and hidden, padded backpack straps. The E-Z T-Bag is made of tough, weather-resistant polyester material, and features an expandable mounting system. The E-Z T-Bag mounts on 11-inch-wide and smaller backrests.

Call T-Bags/CDL Enterprises 800-957-6288 or visit them on the Web at www.t-bags.com for more information.

Tour Master Cruiser II Bags

Tour Master introduced the new Cruiser II Bag Collection, consisting of eight sissybar bag styles and sizes, four saddlebag variations, and six different tool bags. The Cruiser II Collection is constructed of a synthetic material that "looks and feels like heavy-grained, top-quality leather, but is easier to clean and maintain.

The Cruiser II bags also have second-generation upgrade features. These include reinforced construction for better shape retention even when the bags are empty, exclusive "ultra-soft" Neoprene pads to protect the bike's finish, improved universal mounting systems, and a new quick-release buckle system hidden behind traditional chrome buckles and straps so the bags open and close quicker and easier.

The sissybar bags have box-style lids designed for optimum water and dust protection. The new bag mounting system is secure, adjustable, holds the bag in place without sagging, and fits tall, low, narrow, wide, or padded-back rests. A newly designed rain/dust cover is included at no extra cost, as are new, padded backpack straps for easier off-bike carrying. The removable Barrel bag comes with a shoulder strap for carrying separately.

The new Cruiser II saddlebags' upgrades and features include the box-style lids, and a new zipper-release mounting system that allows the bags to be easily removed without removing the mounting strap so the strap can now be permanently mounted under the passenger seat if desired. Like the sissybar bags, the Cruiser II saddlebags come with a rain/dust cover for added protection from the elements. Choose from 12 different models, style and size combinations.

The tool bags are available in three different models, each in two styles, including a unique sissybar tool bag with its large wraparound closure flap with two over-the-top straps and two inner side straps that can be mounted on the lower front frame of some bikes as a tool bag or to a backrest as a sissybar bag.

All of the bags in Tour Master's new Cruiser II Bag Collection match each other for a more pleasing on-bike look. Suggested retail prices range from $89.99 to $239.99 for the sissybar bags, $109.99 to $189.99 for the saddlebags, and $24.99 to $39.99 for toolbags.

Visit www.tourmaster.com or call Tour Master at 800-455-2552.

Tour Master Nylon Cruiser II

The new nylon Cruiser II Bag collection features sissybar bags in two sizes, saddlebags in slant and box styles in three sizes each, a nylon tool bag, and new barrel bag.

Constructed of weather-resistant, heavy-duty

840-denier nylon with heavy-duty rustproof hardware, the sissybar bags now have synthetic leather accent panels for style and durability. The main compartment has internal support panels to hold its shape empty or full, a box-style lid, and Velcro fasteners combined with a gusseted drawstring closure to help seal out the weather; rain/dust covers are also included. There are four exterior zippered pockets: two on the side and two in front. The universal mounting system fits tall, low, narrow or wide padded backrests, and the bag base has a removable, protective Neoprene pad. Off-bike carrying is made easier with both an adjustable, padded backpack strap and a carrying handle. A removable barrel bag—complete with shoulder strap, positive-locking Velcro closure flap with synthetic leather accents, and two Velcro-closure side pockets—is included with the sissybar bag, but for 2003 is also available separately. Sissybar bags come in large and XL sizes with suggested retails of $124.99 and $134.99 respectively. The separate barrel bag, which also includes the removable, protective Neoprene layer, has an MSRP of $34.99.

The saddlebags and tool bag in Tour Master's new nylon Cruiser II collection have the same construction, hardware, shape-retention, weather-sealing and style-accent features as the sissybar bags. The saddlebag mounting system has an adjustable harness designed to help fine-tune the fit to the bike. The harness can also be permanently mounted under the passenger seat of most bikes, and, via the new Zipper Removal System, the bags can easily be removed by means of the locking zipper. Both the slant and box styles are available three sizes: medium, MSRP $79.99; large, MSRP $89.99; and XL, MSRP $109.99.

Visit www.tourmaster.com or call Tour Master at 800-455-2552.

Willie & Max' Max-Pax

The new Max-Pax from Willie & Max comes in 10 different styles to match your style of bike and luggage. Functional and good-looking, the Max-Pax is designed for everyday use, not just the once-a-year rally or road trip. This large, sissybar-mounted trunk allows you to take more than just your rain gear when going on trips, without jeopardizing your center of gravity. Equally at home running errands, commuting to work or taking that long weekend, the Max-Pax retails between $89.95 and $129 depending on the model.

Visit www.willieandmax.com for more info.

The Hooker by Willie & Max

No more scratched paint or damaged chrome from bungee hooks and tie downs with the Willie & Max Hooker, the company says. It slips easily under the passenger seat giving the rider added carrying capacity. The 4-padded D-ring mounting points are functional and attractive. The Hooker is easy to use with bungee cords or nets and is fully adjustable to fit most bikes with or without saddlebags.

The Hooker retails for $19.95 and is available from Willie & Max at www.willieandmax.com.

A MOVE TO THE RIGHT
Not Partisan Politics But Radical New Transmission Designs

"What was that?" That's a pretty typical comment from anyone who sees a right-side drive big twin custom for the very first time. After all, only Sportsters were unique in that manner up until a short time ago. However, anyone who has ever attended a drag race in which thoroughbred Harleys and H-D-based race bikes were competing will remember seeing many of them with chains driving the wheel from the right side.

Fair enough. So enter the aftermarket, where rear tire sizes are expanding faster than the known universe after the big bang, and it is there that we first saw commercial availability of right-side drive transmissions for street use. Sometimes an idea that is forged in racing may not always make it to the street until much later, in this case, by decades. But, as in the need for speed and ultimate performance demands innovation for racing, the need for style and the obsessive desire to look cool demands a whole new method for setting up a bike's chassis. Let's have a look.

We all remember when the whole wide tire revolution (no pun intended) exploded in the early '90s as we saw the "massive" 180-18 introduced to the market. A tire that was huge by the standards of the day when the 130-16 was stock fare, so huge that new frames had to be built to accommodate them. From the racing talents of Atlas Frames to the budding Chopper Guys stylish wide tire frames, the 180-18, a paltry band of rubber by today's standards, had kicked off an avalanche in the aftermarket creating more frame manufacturers than anyone ever expected. And that was only the beginning.

There's no reason to continue down that road (again, no pun intended) because as we all know, rear tire size has gotten so far out of hand that the original chassis design created for 180-18 applications is now outdated...and lopsided. See, when the 180-18 hit the scene, a stock frame couldn't easily accommodate the wide rubber, so the natural step was to move either the engine and/or transmission outboard on the left side of the frame to allow the belt or chain to clear the tire. When we saw the 200-16, things started to really heat up and prompted more design revisions to the existing chassis of the day. As our friend Max Martin of Avon Tyres put it, the 200-16 was "a tire that fit nothing, cost $200 to buy and $5,000 to install." Well put. But we as gearheads remained undaunted.

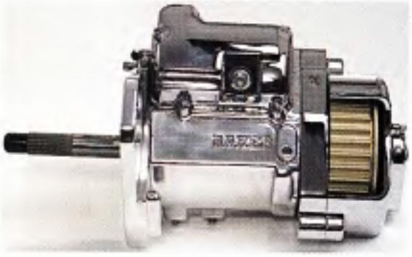
Anyhow, as the tires got fatter (the 230-15 and so forth) the amount of chassis instability increased dramatically. After all, the only way to clear the 230, 240 and now, even wider tires was to shove the powertrain outward more and more to the left until the bike would be unbalanced and ill-handling (not that one should expect great handling with a rear tire that big, but alas...). So, as our lovely aftermarket is so wont to do, the right-side drive (RSD from here on out) tranny became a commercial reality, and not just a cool weapon that only drag racers used.

Now, by using an RSD transmission the powertrain could be put back in the center of the frame where the weight belongs, and in doing so, this arrangement allows the drive belt plenty of room to clear even the most massive of meats. The consumer will think it looks way cool, makes a bike look totally custom and gives them an edge up on their homies with their old-school left-side drive bikes. Well, on top of that, bike builders and gearheads alike will rejoice in the relocation of weight in the chassis to let the finished bike feel more balanced and handle tons better, and yes, look way cool.

But, as a stock bike owner out there, don't be put off thinking that this style of transmission is solely devoted to wide tire bikes. As you will see in the forthcoming product info, there are kits now available for all Evo and Twin Cam applications in addition to custom fitments. Sure as California's got a new governor, we can all shift to the Right.

As mentioned, the right-side drive trans hit the market just a few years back when Baker Drivetrain stunned the world with their RSD 5-speed and again with a 6-speed version. While drag racing had been utilizing RSD racing trannies for decades, this new configuration was now available at the consumer level. Eventually, the manufacturers of RSD trannies grew, with Sputhe Engineering manufacturing their own 5-speed version in conjunction with a whole new chassis, and a new import manufacturer, Roadmax, who also has a 5-speed RSD box carried by Revenge Cycle here in the States.

It is worth noting that the RSD craze has prompted a new barrage of chassis including the entirely different and radical Sputhe design, and we expect the number of both conventional and cutting-edge frames and chassis to grow as time rolls on (okay, pun intended). But for now, let's get to the heart of the matter and check out these damn cool RSD transmissions. A move to the right never looked so good. *—Erik Falconer*



BAKER DRIVETRAIN

The biggest splash in the aftermarket in recent memory must be credited to the Baker RSD 5-speed, which was eventually followed up with their 6-speed variant. As noted, drag racing has long seen RSD transmissions in use, but Baker was the one company that took that ball and ran with it, offering the consumer a bold new choice and also changing the way custom builders would approach creating bikes around ever-widening rear tires. As the only designer and manufacturer of RSD 6-speeds, Baker Drivetrain is capable of addressing transmission applications from Evolution and Twin Cam models in addition to Sportster and Buell models with their 6-speed conversion kits.

Big Twin models can now utilize the flexibility of RSD functionality with Baker Drivetrain conversion kits for all Evolution and Twin Cam models allowing stock and custom bikes the ultimate in choice. Gear ratios for Baker's RSD 5-speeds include several options for 1st and 2nd gears. For 1st gear, a 2.82 ratio is offered for drag racing and performance nuts who want excellent hole-shot

capabilities, additionally there's the popular 2.94 close ratio and finally the stock 3.24. For 2nd gear, there's a 2.08 option, which matches the 2.82 1st gear for a serious one-two punch off the line, and the stock ratio of 2.21 is also available. The 2.82 1st gear and 2.08 2nd ratios are available at no extra charge, 3rd through 5th gears feature stock ratios. Baker's RSD 6-speed features the same ratios as their conventional six pack, 1st is 2.94, 2nd through 5th are stock ratios and 6th is 0.87:1 overdrive.

Available case finishes for RSD 5-speed and 6-speed units (both Evo and TC88) are wrinkle black, natural, "as cast" aluminum, polished and chrome. Conversion kits come with all necessary hardware for a direct plug-and-play replacement of the stock 5-speed. So what's it gonna be? Right side or left? Five speeds or 6? What more could ya want?

For more information on Baker Drivetrain's RSD 5-speed and 6-speeds transmissions, contact: Baker Drivetrain, Haslett, Michigan; 517-339-3835, www.bakerdrivetrain.com, e-mail; info@bakerdrivetrain.com

SPUTHE ENGINEERING

Sputhe Engineering has been building custom RSD trannies for many years, beginning with the original 5-speed Sportsters in the 1980s. Sputhe built the cases for the RSD Brad Foote 3-speed automatics, and the RSD trannies for Confederate Motorcycles.

Each of these RSD transmissions were designed for a specific application, and so it is with their latest creation. With conventional powertrain offsets necessary to clear the 240, 250 and 280 rear tires shifting the primary outboard has become increasingly impractical, compromising handling and clearance. Taking this idea to its next logical step, Sputhe has created an entire chassis designed around the requirement of centering the engine weight in the frame for optimum balance.

In addition to the new RSD transmission and chassis, Sputhe offers a wide range of transmission parts and complete units that include 5-speed kicker trannies and even a 5-speed with reverse.

For more information on the Sputhe Engineering right-side drive 5-speed transmissions and chassis, contact: Sputhe Engineering, 11185 Lime Kiln Road, Grass Valley, CA 95949-9715; www.sputhe.com, sputhe@gv.net

ROADMAX, CARRIED BY REVENGE CYCLE

Probably the biggest surprise in the RSD arena since its commercial introduction is by Roadmax, a leading transmission and accessory manufacturer in Korea. Sold by Revenge Cycle here in the U.S., an entire line of Roadmax transmissions are available with their new RSD 5-speed leading the way.

Although Roadmax may appear to be a comparatively new name in the transmission biz, they have been a leading supplier to some of the country's largest and best bike builders for years. Answering the demand for a competitively priced RSD transmission, Roadmax produces a 5-speed unit for Evolution Softails and custom bikes that use Softail components in wrinkle black, natural, "as cast" aluminum and polished case finishes.

All Roadmax transmissions use forged aluminum trap doors and all gears are cut, heat-treated, then finish-ground for excellent performance and quality. Clutch actuation is hydraulic, and the Roadmax RSD transmission (as with all Roadmax transmissions) have a 12-month warranty from date of purchase and come with a factory MSO.

For information on the Roadmax right-side drive 5-speed, contact: Revenge Cycle, 314 Craghead Street, Danville, VA 24541; 877-4-REVENGE (877-473-8364), www.revengecycle.com

INSTANT SEATPAN
Gettin' A Custom Fit

When you've put together a one-of-a-kind scooter you'll likely find that you're just not gonna be able to call a seat manufacturer and order yourself the perch of your dreams. As soon as you stray from the OEM scene you find yourself needing a one-off seat.

It took a SoCal surfer-turned-Harley-lover to blend the talents needed to create surfboards out of foam and fiberglass with the know-how required to hand-stitch leather and exotic hides together to give your bike a truly unique spot to set your butt.

Born and raised on the sandy beaches of Southern California, Rich Eberding soon learned what it took to work with foam, matts of fiberglass and resin to create his passport to the free rides the waves offered. He never dreamed his beach-bound hobby would lead to working with a bunch of bikers, 'cause as many graybeards will tell ya, putting surfers and bikers together is like trying to get oil and water to mix—literally.

Fast-forward a bit and you find Rich still in SoCal, but spending less time at the beach and more time deep inside California's premier bike shops. Since he can't personally visit every shop and still have time to sculpt the foam and trim the hides, Rich developed a kit that will make topping off your bike with a cool seat easy, even for a novice [Photo 1]. What you get is enough tape, fiberglass matt and resin to lay out and create a pan that will fit your chassis like a glove.

With your battery and any other under-seat components in place, enough masking tape is laid down to leave a couple of inches of overlap, which will be trimmed later. You want these edges to curl up to help keep the resin off your paint. Once the tape's in place, use a Sharpie to mark your outline [Photo 2].

The next step is to cut out enough of the fiberglass matt to cover the outlined area and leave 1-inch or so of overhang. With the resin mixed to a snot-like consistency, use the supplied brush to thoroughly cover the 'glass matt, soaking it clear through the material. Make sure that you smooth away any air bubbles that exist between the layers of glass [Photo 3].

Moving back to the bike, Rich uses the brush to spread a layer of resin over the tape [Photo 4a]. Then, the resin-soaked fiberglass matt is laid over the outlined area marked on the tape [Photo 4b]. The resin takes about one hour to dry, at which time you just peel the hardened pan from the frame [Photo 5].

While we were there, we took a look at some of the exotic skins Rich keeps in stock [Photo 6]. Once your pan is trimmed to size (remember the line you drew with the Sharpie?), simply send it back to Rich and he'll apply the foam and gel to your pan and wrap it with your chosen hide. He'll also incorporate any design elements you feel will make your seat stand out, as well as feel good [Photo 7].

—Boxcar

Source

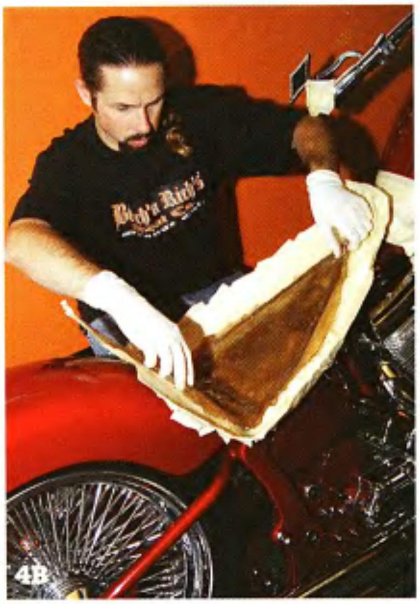
BITCH'N RICH'S SEATS
Mission Viejo, California
Phone: 949-240-4702
E-mail: richscustoms@aol.com

1

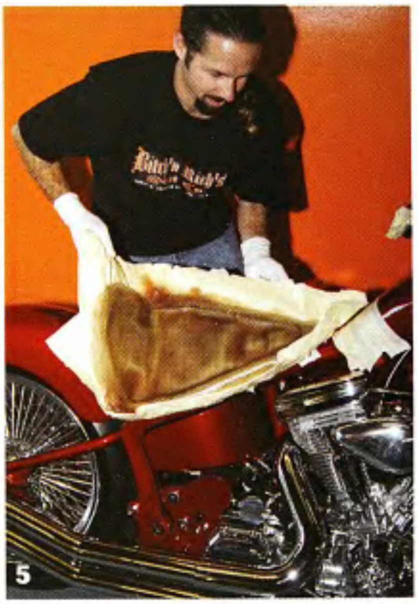
2

3

4A



4B



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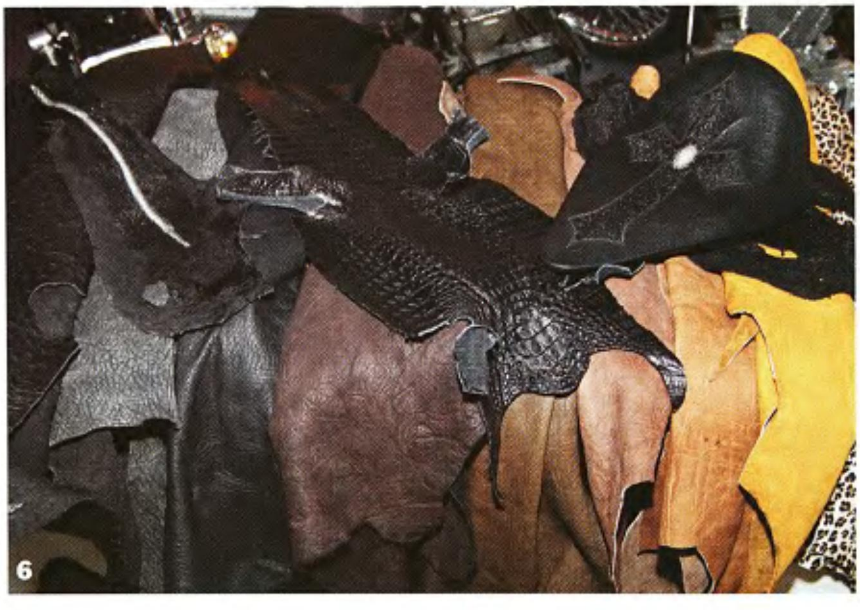

6

7

Photos: Ken Ross

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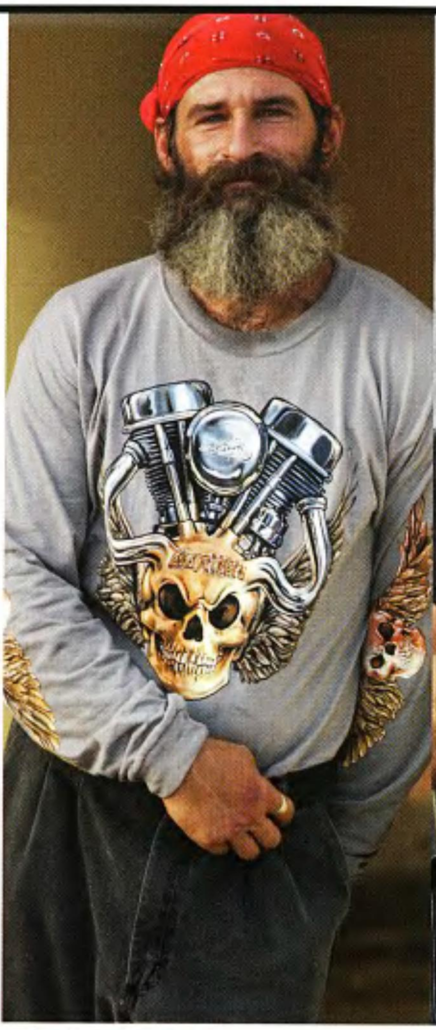

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ReadersRides

Mark "Shnoz" Breidenbach
Racine, Wisconsin
1970 FLH Shovelhead

At the very least, I think, we should send Mark "Shnoz" Breidenbach a case of beer for this ride. Why? Because Shnoz is giving us this bike…I think. Well, what would you think if a guy tells you: "This bike was built for you fellas at *Easyriders* magazine."

Wouldn't you say, "Thanks, dude, and here's a six pack?" Sure. You might feel a bit guilty, but, especially if you look at what you're getting there. The bike is no slouch; it's won two Spectator class trophies at our Easyriders Bike Shows, as well as a first place in the "In The Wind" category at our Memphis, Tennessee, show, a second place in "Biker" at Kansas, and seven first place trophies at shows in his neighborhood. And for good reason, too: He's fabbed a ton of small parts himself, like some spacers, mounts, lines, and plugs. Shnoz also modified stuff, like the fenders, handlebars, LED taillight, and some of the switches. Plus, he's added some special features, like "no black paint, except on cylinders and heads." Hmm, okay. But he did paint the bike himself, so that's a nice touch. And he's added a Dyna single-fire ignition and had the tranny rebuilt. In total, Shnoz says, the rebuilding/customizing effort took him three years.

The question remains, why Shnoz would want to be so generous. A further investigation of his intentions reveals that he's a big fan of ours and has been reading this rag since 1988 "when I bought my first bike." Aha! Pure gratitude seems to be the motivation for Shnoz's generosity. "I truly believe you guys produce the finest, most informative biker mag on earth…," he goes on.

Hey, no need to flatter us, Shnoz. We'll be happy to accept your ride as a token of your inestimable gratitude, and as soon as it gets here, we'll send you a case of beer. Just let us know if you prefer dark or light.

I'm not misunderstanding this, am I? Shnoz?

—Tripper

photos: owner

Jerry Eide
Hugo, Minnesota
'01 Custom Chopper

Hugo Custom Hawgs is a shop you might be reading more about in the near future, because they build some cool little bikes. Yeah, like this green multiflame chopper with its 38-degree rake and 4 inches in the down tubes and 2 more in the backbone. There isn't any guy named Hugo who owns the shop, by the way. The shop is in the town of Hugo, and Jerry Eide is its owner.

As Jerry puts it, "Several of my customers have mentioned repeatedly that our bikes should be in your mag." Well, how can we say no to that? We can't, and that's why we're showing you Jerry's very own, personal ride.

This particular greenie boasts a 100-inch motor and a 6-speed tranny from RevTech, an 8-inch over front end with Ness triple trees, fenders from Jesse James, an Independent gas tank with pop-up gas cap, and GMA brakes and pulleys—left-sided even.

Add to that a Headwinds headlight, White Bros. handlebars, a Samson Ground Pounders exhaust system, and Triad wheels with an 180 Avon tire in the rear, and you've got yourself a sweet little ride.

Jerry says they build about six to 10 motorcycles per year (I guess it depends on how long the winter lasts), but they also repair and customize bikes they haven't built. Like stock bikes, for instance. And as added benefit, while you're waiting for your bike to get worked on, you can go for a dip in nearby White Bear Lake. A custom bike, a clean body...what more could anyone want? Although, during winter months, this might be a bit hazardous.

—Tripper

Photos: owner

E. Fred Davis
Carlisle, Pennsylvania
1980 FXE Super Glide

Looking more like a tie-dyed experiment gone terribly wrong, E. Fred Davis' ride is certainly...uh, noticeable. I'd defy anyone, even a blind and deaf LOL (little old lady) in her 1963 Buick Roadmaster to tell the police officer, "Officer, I just didn't see him and his motorsickle!"

Fred is obviously a relic of the late-'60s and early-'70s, and he sought to express that through his Easter egg...I mean superbly crafted shovelhead. "I started riding back in 1970," is how Fred defends his motley monster. "After a couple of years riding dirt bikes, I got the fever for the road," he told us. Fred began with Sportsters and in due time graduated to big twins.

"I worked at the local H-D shop, and in 1983, I bought my 1980 Super Glide." He then freely admits to having gone through various phases, from flames to bones and, finally, to tie-dye. But don't be fooled by the bike's hippie-like appearance. Betraying his peace-loving demeanor, Fred's put an aggressive, 86-inch stroker motor under that flower-smoking skull on the gas tank.

There's a Dyna ignition for superior "firing" power, a set of Snake pipes, and an Andrews B-grind cam helping out in the oomph department. For further beautification, Fred attached a set of Chubby's handlebars, Ness flame covers, grips, and mirrors, a LePera seat, and Legends forward controls. The tie-dye paint job, by the way, was laid on by a guy named Kevin Sweeney. Apparently, the fumes from the House of Kolor paints got to him in a big way.

Further indication of Fred's inability to leave the '60s comes from his very last statement. "All I can say is, at least I'm enjoying the ride." —*Tripper*

Photos: owner

ReadersRides

Dwayne Thompson
Scottsdale, Arizona
2001 Special Construction

"To make a long story short," says Dwayne Thompson, "my second Harley, a '92 Softail, was stolen." Quite the undaunted sort, Dwayne then was referred to a shop called Iron Horse Corral in North Phoenix, where he asked "a heck of a guy" named Nathan Zeller to build him a new one. "We met and hit it off, and I asked him to build me a bike," Dwayne relates. Seems simple enough, doesn't it?

Nathan, the owner of the Corral, did his best, and what we see here is certainly nothing to sneeze at. "The bike has won the overall show in Cave Creek, Arizona, last year," Dwayne says. "Then RevTech recalled some bearings in my 6-speed tranny, so it was time to tear the bike down."

What he tore down was a Rolling Thunder frame with a 200 tire, a 113-inch motor plopping some 130 horses onto the rear tire. "I quit doing burnouts after three broken axles and a snapped chain," Dwayne adds.

But since Dwayne and Nathan, by now good friends, were tearing things down, they decided to rebuild it even better and stronger with a Rolling Thunder frame that would fit a 250 tire in the rear. The bike furthermore boasts Carlini handlebars, a Headwind headlight, Paul Yaffe taillight and mirrors, as well as a Legend Air Suspension with the regulator and air compressor hidden behind the oil tank.

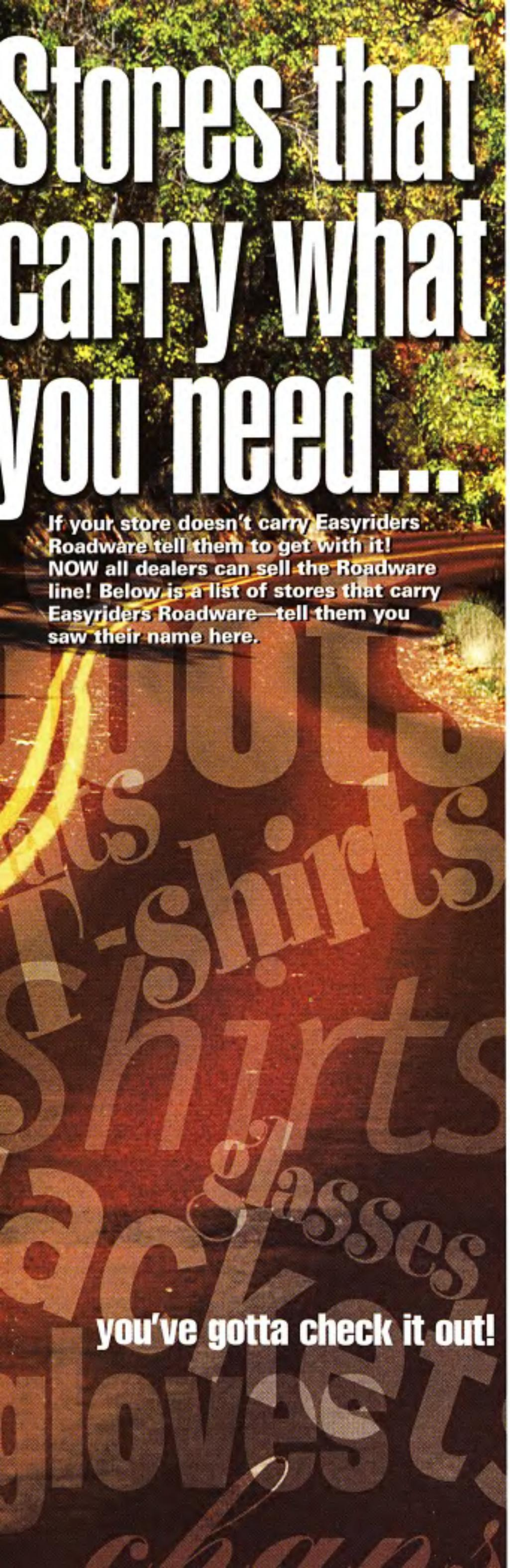
"All the wires and air hoses are run through the frame," Dwayne adds, "and the rear bracket was handmade with the tabs to the swingarm on the inside."

Of course, everything didn't just go together like a Lego set. For example, the Milwaukee Iron rear fender had to be completely reworked to fit, and "there were several little things I wanted to take shortcuts on, but Nathan insisted we go the long way and make it right," Dwayne explains.

With a friend like Nathan, there's really no need to make any enemies. Whatever that means.

—Tripper

Photos: owner



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'04s NEW KING CUSTOM

Ruler Of The Road

Without a doubt, the best part of this gig has to be test riding all the new bikes that find their way to our offices. Don't get me wrong, all them hot babes draped over bitchin' scoots is more than cool, especially when I'm snappin' the pics, but you know the saying, "No matter how good lookin' they are, somebody's sick of their shit…."

Harley-Davidson
SEQUENTIAL PORT INJECTION
ROAD KING CUSTOM

Well, it's true. And I for one have found that bikes, even ol' pans and knuckles, are by far more stable and a lot easier to deal with than your basic garden variety scooter goddess.

That said, please turn your attention to the new FLHRSI, otherwise known as Harley's new Road King Custom. Throwing a leg over this new version of Harley's standout cruising/touring machine you're met by newly styled bars, a lower seat height and a chrome mini windscreen. From the lowered perch you immediately notice how clean the view actually is. What I mean is that aside from the control cables and a couple of wire looms, you see nothing but the bars and gleaming chrome of Harley's classic chromed headlight nacelle reflecting the amber glow of the running lights/turn signals, the bodies of which are cleverly concealed from the riders view by the control housings. Nice job.

This bad boy is basically a stripped-down version of previous Road Kings, but you'll feel nothing lacking. Even with the lowered suspension you can still crank this sucker into a corner hard and scrape nary a floorboard, which is a good thing 'cause the 'boards that come as standard equipment are sleek, 3-line Art Deco-flavored units that are worth keeping in good shape. Understated design is the theme throughout, in other words the designers let the bike speak for itself, and it's earned the right. Perhaps the only part worth changing would be a sleeker version of the classic dresser front fender, which without trim looks like a big ol' air scoop [*And what's with that chrome baseball cap above the headlight instead of a windshield?* —Ed].

After carving through the eerie landscape left behind by the flames that nearly engulfed my home and the rest of SoCal, I took the King out on the open road to clear my head. Lowered, the bike feels somewhat more stable and less top heavy. The bars, while good for cruising, became a bit awkward for the wrists on the freeway, particularly at high speed since the "shopping-cart" style of inverted triple tree seems to make the bike susceptible to gust-induced shimmy when you're at speed. I found the shimmy was eliminated by tucking my elbows in and down, or riding flat track style (one-handed) as my partner Bill and I tucked in behind a brunette in a Chevy as we proceeded to make it from Victorville to Baker in an hour on the I-15.

The TC88A is pretty tried-and-true by now, but sure feels sluggish in stock form, and passing trucks or rows of cars had to be thought out more than I'm used to since acceleration is, shall we say, less than neck snapping. Sure this is easily fixed with $1,000 in goodies from your dealer, but can I take a moment to say thanks, EPA and CARB.

Even with other nice aesthetic touches like the rear turn signal light bar, it's not all about looks. The fuel injection works flawlessly at any altitude and the clutch pull has been reduced making dealing with traffic less of a workout. Last, but not least, are the leather-wrapped saddlebags, easily opened with a button on the back. The bags are roomy enough for days on the road, but have no locks at this point. An upgrade will be available before long I'm told.

The rubber-mounted miles do pass under you quickly on the FLHRSI, as my desert run proved, and the new Custom left me thinking that Mel Brooks pretty much had it right when he said, "It's good to be the King."

—Boxcar

General
Fabrication: Harley-Davidson
Year/make: 2004/Harley-Davidson
Model: Road King Custom
Assembly: Harley-Davidson
Time: now

Engine
Year: 2004 TC88A
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 1450cc / 88ci
Cam: Harley-Davidson
Intake: electronic sequential-port fuel injection
Pipes: Harley-Davidson duals

Transmission
Year: 2004 Harley-Davidson

Painting
Painter: Harley-Davidson
Color: vivid black
Type: lacquer
Special paint: it's black

Frame
Year: 2004
Type: rubber mount
Rake: 26 degrees
Stretch: none
Shocks: rear air

Accessories
Handlebars: beach pullbacks
Risers: Harley-Davidson
Handlebar controls: H-D
Fenders: FLH
Headlight: quartz
Taillight: yup
Speedo: Harley-Davidson
Pegs: 3-line floorboards
Foot controls: Harley-Davidson
Gas tank: 1-piece fat bob
Oil tank: under trans
Seat: comfy-thumbs up
Mirrors: Harley-Davidson
Grips: Harley-Davidson
Oil system: 4-quart, gerotor

Front end
Type: Wide Glide
Builder: Harley-Davidson

Wheels

Front
Make: Harley-Davidson
Size: 16-inch
Tire: Dunlop
Brake: Harley-Davidson

Rear
Wheel: Harley-Davidson
Size: 16-inch
Tire: Dunlop
Brake: Harley-Davidson

Photos: Ken Ross

Road King

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ComingAtYa

The April issue of *Easyriders* (No. 370) is packed with amazing custom scoots from the likes of Billy Lane, Lucky's Choppers, Mid-West Choppers, Don Loos, Redneck Engineering and more. We'll also throw a leg over a 2004 Big Dog and ride that puppy 'til it howls! Join us for the Easyriders Pomona Bike Show, throw the dice at the Las Vegas BikeFest, and hit Florida's huge Sun Run. If that's not enough fun we'll also offer up our mighty Guide to Laconia and give you an aftermarket Guide to Exhaust Systems. Plus, a 32-page outsert on the newsstands will showcase an astounding array of new products for your ride in our annual Parts Guide! It's all laughin' it up in the April Fool's folly known as *Easyriders* No. 370.

On sale March 2nd, 2004

The March issue of *V-Twin* (No. 35) is chock-full of custom bike madness! Check out nine nasty, custom scoots as well as all the cool Metric Cruiser Models for 2004. Meet master bike builder Kendall Johnson, see what the fine folks at Sumax are up to, go Behind the Scenes at the Custom Chrome Dealer Show and visit the AMA Motorcycle Museum! We'll tour Utah on two wheels, ride to the Love Ride and also test ride Yamaha's new Road Stars. Our Hot Trend feature in this issue looks at Air Suspension Systems, you'll get a great Guide to Aftermarket Seats and we'll offer more new products than ever for your bike. Plus, on the newsstands, you'll get our 32-page "New Model Guide" of all the American-made cruiser motorcycles on the market today. All this and more awaits you in the next *V-Twin*!

On sale February 17.

The March issue of *Biker* (No. 217) shows off this li'l knockout A.J. on a Denny Fasig created chopper. Also dig a 98-inch stroker panhead and a 96-inch pan/shovel chopper. *On sale now.*

The March 2004 issue of *In The Wind* (No. 116), goes to the Sturgis Rally and to Milwaukee for Harley's 100th birthday blast. See Dan Blevins' rigid Pirate Pan, and get the Easyriders Roadware outsert (newsstand only). *On sale now.*

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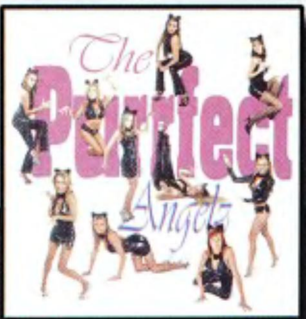

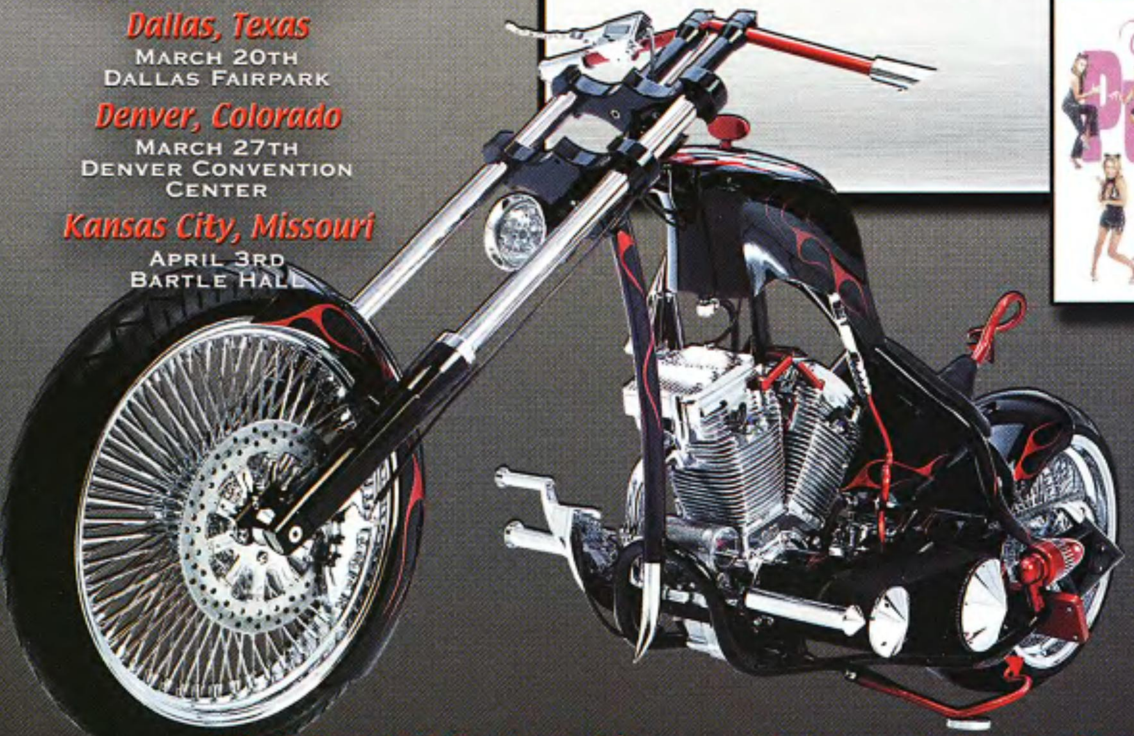

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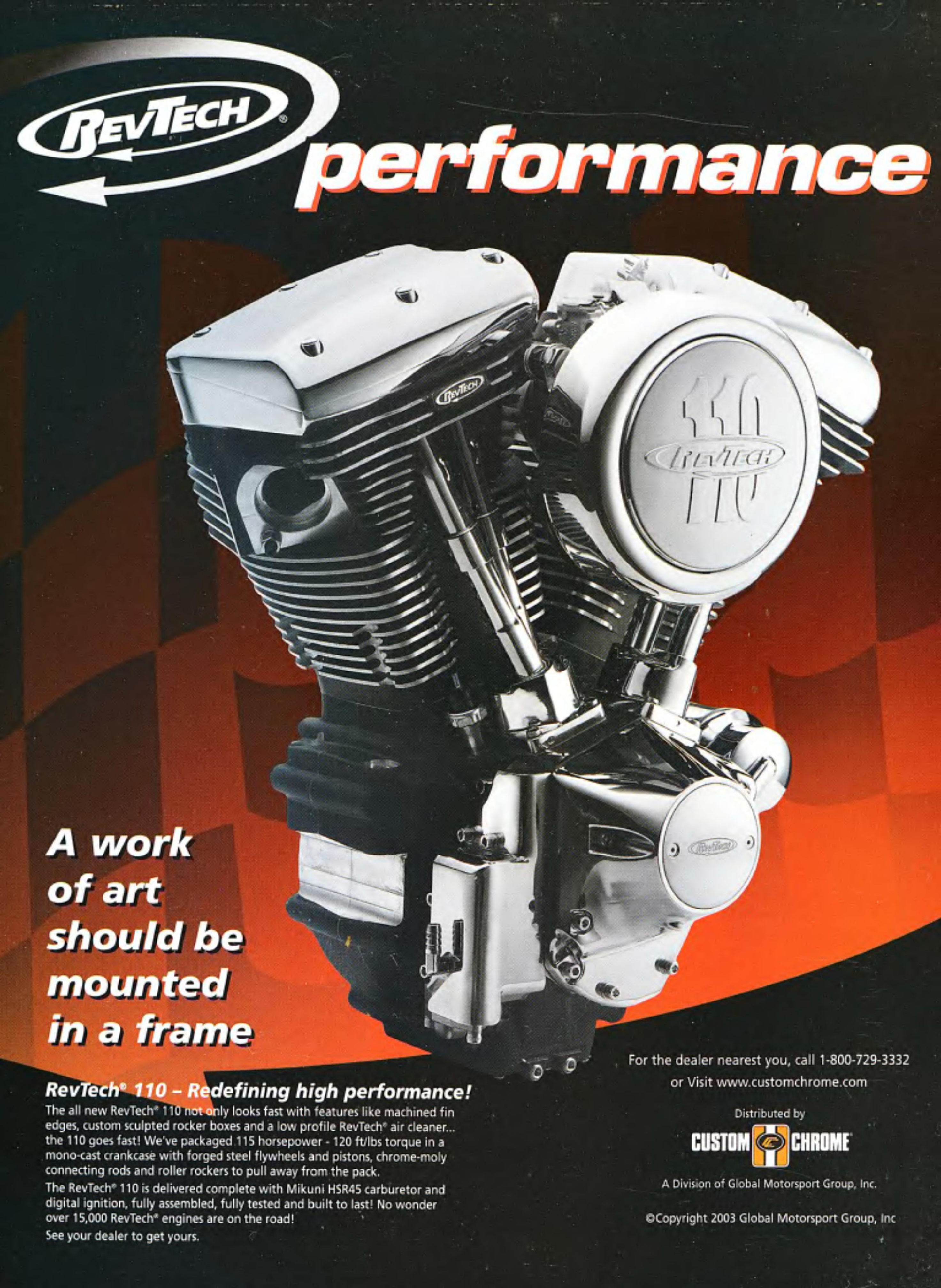
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